



Standing Committee on Estimates and Financial Operations

PUBLIC

Questions on Notice for 2012/13 Budget Estimates Hearing of 3 July 2012

Public Transport Authority

STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS
QUESTIONS ON NOTICE FOR 2012/13 BUDGET ESTIMATES HEARING
PUBLIC TRANSPORT AUTHORITY TO BE HELD ON
TUESDAY, 3 JULY 2012

HON LJILJANNA RAVLICH MLC ASKED –

Budget Paper No2 page 653, Major Spending Changes – Efficiency Dividend

I refer to the \$108.20m Efficiency Dividend for the Public Transport Authority over the forward estimates and ask:

1. Of the \$13.60m to be delivered in 2012-13 will the Minister provide a schedule of all saving measures in the following terms?

Area of Saving	Amount of Saving	Form of Saving i.e. cuts or deferall of programs, capital works, sale of assets, FTE reductions, reduction to vehicle fleet etc	Name of suburbs affected

Answer:

PTA is currently reviewing where these savings will be made however there will be no savings in areas that would impact frontline services.

Details of where these savings will be made are to be provided shortly to the Minister for Transport.

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HON LYNN MACLAREN MLC ASKED –

Page 653, Major Spending Changes

2. Regarding the idea of improving the CAT network – are there any plans to establish a CAT bus service to the Perth domestic and international airports?

Answer:

There are no plans to establish a CAT bus service to the Perth domestic and international airports.

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3. Regarding the second bullet point – please list, and provide details about, the three major planning studies said to relate to the prospect of extending the urban rail passenger network.

Answer:

Some degree of planning ranging from conceptual planning to detailed planning is being undertaken for the major projects identified in the Draft 20 Year Public Transport Plan. Key items are:

Butler to Yanchep

The Public Transport Authority is working with land owners, developers and other key stakeholders to finalise a railway alignment from Butler to Yanchep.

Airport

Planning is being undertaken for an airport rail link connecting the future Perth consolidated airport terminal to the Midland line at Bayswater station. Further extensions of the railway east of the Perth airport is also being planned to enable rail access to eastern suburbs including Maida Vale, High Wycombe, Forrestfield and Kalamunda.

Ellenbrook

The Department of Transport is progressing work for a Bus Rapid Transit (BRT) solution to service Ellenbrook, with a concept design for BRT expected to be available in early 2013. BRT when delivered, will be the public transport solution for the near to medium term. For the longer term, planning is being undertaken to allow for reservation of a rail corridor to service residents in the north east corridor. A number of options are required to be considered in greater detail to determine a preferred route.

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4. Regarding the first bullet point:

- a) Where are the 3,168 car bays located?
- b) Is the parking at each of those locations free?
- c) Which train stations have secure parking for bicycles?
- d) Has funding been allocated to provide more secure parking for bicycles in the budget estimates, and forward estimates?

Answer:

(a-b) 2647 car bays are located at stations along the Joondalup and Mandurah lines as part of the Better Transport System (BTS) program. The parking includes free and paid car bays.

203 bays were provided as part of the Car Park Upgrade program which added additional bays on the Fremantle, Armadale and Midland lines. The parking at Midland Station includes free and paid car bays, and the parkings at Cottesloe, Guildford and North Fremantle stations are free.

318 bays were provided and funded as individual projects and were completed outside of the Car Park Upgrade program and the BTS program. These parkings are provided at Armadale, Burswood, Cannington and Bayswater stations at no cost to the public.

(c) The following stations have secure bike parking.

Joondalup Line	Mandurah Line	Fremantle Line	Armadale Line	Midland Line
Glendalough	Canning Bridge	Fremantle	Oats Street	Maylands
Stirling	Bull Creek – west	Shenton Park	Cannington	Bayswater
Warwick	Bull Creek – east	Claremont	Thornlie	Bassendean
Greenwood – west	Murdoch – west	Swanbourne	Maddington	Guildford
Greenwood - east	Murdoch – east	Cottesloe	Gosnells	Midland
Whitfords	Cockburn Central – west	Victoria Street	Kelmscott	
Edgewater	Cockburn Central – east	North Fremantle	Armadale	

Currambine	Kwinana			
Clarkson	Wellard			
	Rockingham – north			
	Rockingham – south			
	Warnbro			
	Mandurah – north			
	Mandurah – south			

(d) Yes additional funding has been allocated to provide more secure parking for bicycles as part of the Car Park Upgrade program and the BTS program.

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5. Regarding the fifth bullet point –will the Minister please provide further details on the Hybrid Bus Trial?

Answer:

The one-year diesel electric hybrid bus trial will commence in February 2013. The hybrid bus chassis will be supplied by Volvo Bus Corporation and the body of the bus will be manufactured by Volgren Bus Australia operating from Malaga. The bus will be procured using the current bus supply agreement between the Public Transport Authority (PTA) and Volvo Bus Australia.

The Scope of Works for the trial is currently in draft format; however the basic content of the Scope is as follows:

- The hybrid bus will be compared with a conventional diesel bus (the Volvo B7 rigid variant) and where possible, a compressed natural gas bus.
- The evaluation objectives will be both technical and perception based.
- Initially the hybrid bus will be used on different CAT routes in Perth. The CAT routes are seen to be the most suitable for hybrid engine technology. During the trial it is anticipated that the vehicle will be tested for short periods in different operating environments such as Rockingham based routes and Beaufort Street services.
- Trial results will be compared with data gathered in other national and international trials.
- A third party consultant will evaluate the trial.

The trial results will be used in determining the future bus procurement strategy for the PTA.

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Page 655, Outcomes and Key Effectiveness Indicators

6. Regarding the 2012-13 target for Metropolitan Train Services – does the Government concede that the spike in this target reflects the fact that there is a failure to keep pace with the increase in customer demand?

Answer:

No.

Whilst it is acknowledged that there has been strong demand for Transperth rail services, the Government is well aware of the need for additional railcar capacity.

Accordingly, a further 15 three railcar sets are on order with delivery due to commence in the second half of 2013. The additional railcars will enable the Public Transport Authority to extend Joondalup line services to a new northern terminus in Butler, strengthen a number of three railcar sets to six railcar sets and cascade the remaining A series railcars operating on the Joondalup and Mandurah lines to the older heritage lines (Armadale, Fremantle and Midland lines).

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HON KEN TRAVERS MLC ASKED –

7. Will the Minister table all statics recorded for antisocial activities for 2010/11 and for the 2011/12 financial year to date for:

- a) Bus and Ferry;
- b) Train; and
- c) Town bus services in regional centres?

(Please provide in a similar format to those provided in answer to question on notice 2782 answered on 12 October 2010)

Answer:

- a) 6,373 (2010-11); 4,957 (2011-12 as at 30/04/12).
- b) 2,524 (2010-11); 2,141 (2011-12 as at 17/06/12).
- c) 345 (2010-11); 252 (2011-12 as at 30/04/12).

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8. Please provide the comparisons of the two bids for the tender for A series rail cars with the current contract model of the B Series railcars?

Answer:

- Two bids were received as follows:
 - EDI Rail – Bombardier Transportation Pty Ltd (EDI-BT).
 - United Group Rail Services Pty Ltd (UGR).
- Request for Proposal (RFP) was invited for maintenance of the A Series railcars and/or B Series railcars.
- At the time of the RFP:
 - the A series maintenance and cleaning evolved to where Public Transport Authority staff managed the task but the actual maintenance is completed using staff under a labour hire contract arrangement.
 - the B series railcars started service in October 2004. The railcars were procured as part of the New MetroRail Project. The railcar contract covered the design, supply and maintenance of the trains. The maintenance contract for the B series reached a point known as the second review date in December 2011.
- Analysis of bids proved:
 - The integrated A and B Series bid from EDI-BT was the lowest cost option.
 - The integrated A and B Series bid from UGR was the second lowest option.
- The integrated A and B Series bid from EDI-BT provides for savings over the continuation of the status quo arrangement (i.e. the direct managed contract model for the A Series maintenance and an extension of the second 7.5 year option with EDI-BT for the B Series maintenance) as follows:

	Un-escalated	Escalated
Saving for 7.5 years	\$44 million	\$59 million
Average saving per annum	\$5.9 million	\$7.9 million

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9. How many new buses does the PTA expect to purchase in each financial year of the forward estimates?

How many of these are for the CAT bus operations in Perth CBD?

Will all of the remaining buses be used for Transperth services in the Perth Metropolitan area?

If no, where are they expected to be used?

Answer:

The Public Transport Authority is scheduled to purchase the following number of buses during the financial years listed as follows:

- 2012/13 - 116 buses.
- 2013/14 - 96 buses.
- 2014/15 - 133 buses.
- 2015/16 - 98 buses.
- 2016/17 - 112 buses.

Currently a fleet of 32 buses provide Perth CAT operations. Seven new buses will be added in mid 2013 for the new Green CAT route. Additionally a further 16 new buses will be introduced to the Perth CAT system to replace existing CAT buses.

No.

A total of 34 new buses will be introduced as part of fleet replacement at major regional centres throughout Western Australia. This is against a total number of 158 buses used in total for all regional towns.

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10. What is the estimated actual number of new buses that will be purchased in the 2011/12 financial year?

Answer:

81 buses.

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11. How much additional service appropriation is included for the 2012/13 financial year and for each year of the forward estimates to cover the operational subsidy for these additional buses?

On what basis is the additional subsidy calculated?

Did the 2011/12 budget include a provision for additional revenue that was expected to be received from the operation of the additional buses to be purchased?

How much was it?

Has this budget changed the estimated additional revenue that is expected to be collected?

What are the reasons for the change?

Answer:

- (i) The 2011-12 budget provided additional service appropriation of \$27.208 million (2012-13), \$39.781 million (2013-14), \$52.868 million (2014-15). The 2012-13 budget provided \$54.988 million for (2015-16) base-lined.
- (ii) The estimated service kilometre multiplied by the contracted rate per service kilometre.
- (iii) Yes.
- (iv) The 2011-12 budget provided for additional revenue of \$2.955 million (2012-13), \$5.629 million (2013-14), \$9.334 million (2014-15). The 2012-13 budget provided additional service appropriation of \$11.580 million in 2015-16.
- (v) Yes.
- (vi) Revenue budgets were amended to provide for updated patronage forecasts as new services were introduced and actual patronage became more apparent.

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12. How much additional service appropriation is included for the 2012/13 financial year and for each year of the forward estimates to cover the operational subsidy for new trains?

On what basis is the additional subsidy calculated?

Did the 2011/12 budget include a provision for additional revenue that was expected to be received from the operation of the additional trains to be purchased?

How much was it?

Has this budget changed the estimated additional revenue that is expected to be collected?

What are the reasons for the change?

Answer:

- (i) The 2011/12 budget provided additional service appropriation of \$10.0 million (2011/12), \$4.826 million (2012/13), \$1.947 million (2013/14), \$5.135 million (2014/15) and \$6.989 million (2015/16). The 2011/12, 2012/13 and 2013/14 budgets included \$10 million, \$4.6 million and \$1.0 million respectively for upgrades to Western Power infrastructure. The \$10 million in 2011/12 was subsequently deferred to 2012/13 (\$8.5 million) and 2013/14 (\$1.5 million) due to delays in required Western Power works.
- (ii) The additional operating funding was the operating cost of the new rail cars including labour, maintenance and cleaning of railcars, electricity etc.
- (iii) Yes.
- (iv) The 2012/13 budget provided for additional revenue of \$0.3 million (2013/14), \$2.0 million (2014/15) and \$4.0 million (2015/16).
- (v) Yes.
- (vi) Revenue budgets were amended to provide for updated patronage forecasts as new services were introduced and actual patronage became more apparent.

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13. Has the PTA undertaken any new modeling on the expected future demand on Perth trains since the modeling provided to this committee last year? If yes can you provide a copy of the updated modeling?

Answer:

The Public Transport Authority is currently undertaking a future train network modelling study however this study is yet to be completed and therefore no copy of the study can be provided.

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14. I refer to the 15 new trains that will be purchased from 2013 and ask which services are these trains expected to be used on during morning and afternoon peaks?

Answer:

The final planning for the allocation of these new railcars is yet to be finalised. As indicated previously, the delivery of these railcars will allow for the transfer of the remaining A series railcars from the Mandurah and Joondalup lines to the heritage lines. Additionally this order allows for the Butler extension plus system capacity growth.

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15. Does PTA maintain average statistics for on time running during the morning and afternoon peaks? If yes can you table the figures each year since 2008?

Answer:

Yes. The following table provides the AM and PM peak's cumulative performance for the calendar years as shown, noting that 2012 is a year to date figure to the 20 June 2012.

	2008	2009	2010	2011	2012*
AM Peak (7:00am to 9:00am)	82.10%	93.10%	92.03%	92.01%	88.56%
PM Peak (4:00 pm to 6:00 pm)	90.67%	95.57%	93.41%	94.70%	92.25%

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16. Can Minister provide a list of all secure bike shelters at a railway station and number of registered users for each shelter?

Do any of the shelters have a waiting list?

If yes how many do you have on the waiting list for each shelter?

Answer:

The table below shows a list of stations which have secure bike shelters including the number of registered users for each shelter and the waiting list for each station as at 15 June 2012:

Shelter	Capacity	Registered Bike Users	Waiting List
JOONDALUP LINE	204	813	197
Glendalough	18	96	23
Stirling	18	96	45
Warwick	34	96	51
Greenwood – west	24	96	52
Greenwood - east	18	96	2
Whitfords	18	96	0
Edgewater	38	96	20
Currambine	18	96	4
Clarkson	18	45	0
MANDURAH LINE	316	1228	246
Canning Bridge	12	96	58
Bull Creek – west	26	96	17
Bull Creek – east	40	96	21
Murdoch – west	16	96	41
Murdoch – east	16	96	20
Cockburn Central – west	20	96	34
Cockburn Central – east	18	96	46
Kwinana	26	76	1
Wellard	16	33	0
Rockingham – north	18	96	0
Rockingham – south	42	96	0
Warnbro	32	96	8

Mandurah – north	16	91	0
Mandurah – south	18	68	0
FREMANTLE LINE	108	331	14
Shenton Park	18	37	0
Claremont	18	96	14
Swanbourne	18	15	0
Cottesloe	18	34	0
Victoria St	18	65	0
North Fremantle	18	84	0
Note: Fremantle station has a secure storage facility which holds in excess of 200 bicycles (as noted in Question 4) however this facility is currently not controlled through the Public Transport Authority's online registration system and is therefore not included in this answer.			
ARMADALE LINE	154	513	15
Oats St	18	96	4
Cannington	46	96	4
Thornlie	20	96	3
Maddington	18	57	0
Gosnells	18	46	4
Kelmscott	18	61	0
Armadale	16	61	0
MIDLAND LINE	90	348	2
Maylands	18	96	0
Bayswater	18	56	0
Bassendean	18	66	0
Guildford	18	34	0
Midland	18	96	2
TOTAL	872	3,233	474

The waiting list is currently an artificial constraint due to some software and hardware issues that prevents more than 100 registrations per site. A solution to this is being progressed as quickly as possible. The Public Transport Authority is not aware of any instance where a bicycle parking shelter has been full and a person unable to park a bicycle.