

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

SUPPLEMENTARY QUESTIONS 2014/2015 BUDGET ESTIMATES HEARING



THURSDAY, 12 JUNE 2014

MINISTER FOR TRANSPORT

Question No C1, the *Hon Ken Travers MLC* asked -

With respect to the works required on Victoria Park Drive and the pedestrian bridge as part of the New Perth Stadium, please advise what works make up the recent \$29m package announced by the Minister and how this aligns with the costings outlined in the Stadium Transport Project Definition Plan.

Answer: The contract package of \$29m announced by the Minister on 2 June 2014 has a scope of works which includes bridge widening, an extension on Victoria Park Drive over the railway reserve, an underpass underneath Victoria Park Drive and modifications to the Graham Farmer Freeway Pedestrian Footbridge.

With reference to the cost breakdown in the Project Definition Plan, the cost of the works in this Contract comes from the Stadium Precinct Transport Works, Existing Pedestrian Footbridge and the road works on the Peninsula cost centres.

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Question No C2, the *Hon Ken Travers MLC* asked -

Please provide a complete breakdown of what works, including works required at East Perth station, which are included in the \$149.25m identified in the new Perth Stadium Project Definition Plan under the line item "Railway and Stations".

Answer: The breakdown of the \$149.25m in the Project Definition Plan for Railway and Stations is as follows: Stadium Station and Rail Infrastructure works around the Belmont Park area (\$103.05m), East Perth station and Rail Infrastructure works (\$10.3m) and Rail Infrastructure works between Victoria Park and Perth (\$35.9m).

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Question No C3, the *Hon Ken Travers MLC* asked -

With respect to the new Perth Stadium, how many trains does the Public Transport Authority expect to have travel to and from Perth after an event allowing for timetabled trains on the Armadale line and to what extent is bi-directional running required.

Answer: An operational plan was developed that showed the task to Perth could be handled with 27 trains. The plan includes some bi-directional running which is quite deliverable, and the final detailed signalling design will determine the exact extent of bi-directional running. In terms of 'from Perth' trains, in the Armadale direction, normal timetabled trains would operate and dependant on the event some supplementation may be required.

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Question No C4, the *Hon Ken Travers MLC* asked –

Further to the answer provided by the Public Transport Authority to pre hearing Question Number 16 which asked what the estimated annual cost for the multi-story car park at Edgewater station is, please advise the full operating cost of the facility and also what the operating cost of the asset was estimated at and advised to the Government prior to them making a decision to proceed with the project.

Answer: The multi-storey car park at Edgewater station was announced as an election commitment by Government. The Public Transport Authority subsequently submitted the following table outlining the estimated operating costs of the facility in their Budget submissions.

	2013-14 \$,000	2014-15 \$,000	2015-16 \$,000	2016-17 \$,000	2017-18 \$,000
Interest	149	1,073	2,206	2,510	2,500
Depreciation	-	-	522	1,031	1,031
Other Operating *	-	-	402	803	803

* i.e. labour, cleaning, power, water security etc.

Note: These estimated operating costs may vary depending on the ultimate design of the structure and the price from the market for design and construction

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Question No C5, the *Hon Ken Travers MLC* asked -

Please provide the dates on which the decision was made by the Government to build a multi-storey car park at Edgewater station and also the decision was made to introduce the expansion of paid parking to all park and ride facilities across the train network.

Answer: The Government's commitment to the development of a multi-storey car park facility at Edgewater was announced as an election commitment. The Government's decision to introduce a policy of paid parking at train stations was announced in the 2013-14 Budget on 8 August 2013.

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Question No C6, the Hon Peter Katsambanis MLC asked -

Please provide the total revenue collected by the Public Transport Authority in the past 3 financial years from parking infringements at park and rides on the train network and include the number of FTE staff who can issue parking infringements broken down into staffing groups (ie Transit Officers, Car Park Attendants etc).

Answer: Total revenue collected by the Public Transport Authority in the past three financial years is as follows:

2013/14 (YTD)	\$215,000.00
2012/13	\$280,000.00
2011/12	\$291,000.00

Car park infringement notices can be issued by Transit Officers and Car Parking Attendants. There are currently 254 Transit Officers and 32 Car Parking Attendants across the public transport network.

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Question No C7, the Hon Samantha Rowe MLC asked -

With respect to the new paid parking arrangements from 1 July 2014, please outline the new working hours for Car Park Attendants.

Answer: The hours of duty for Car Parking Attendants from 1 July 2014, will be from 0800 to 1600 hours Monday to Friday excluding public holidays.

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Question No C8, the Hon Mark Aldridge MLC asked -

Has the Public Transport Authority recently commenced a new school bus service in Lancelin and if so please outline the annual cost of the service to the Government including whether it is a long or short term contract.

Answer: A new short-term school bus contract commenced on 6 May 2013, conveying students from Lancelin to schools in the metropolitan area. The annual cost of this contract is \$121,726.

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Question No C9, the Hon Darren West MLC asked -

Does Transperth operate a bus service for people living in Bindoon to the metropolitan area. If no, please outline if there are any future plans for a bus service in this area and what current public transport options if any are available.

Answer: Transperth does not currently operate a bus service which connects Bindoon to the metropolitan area. Transperth resources are prioritised in areas where there is a high public transport demand. As such, Transperth has no immediate plans to introduce a bus service from Bindoon to the metropolitan area.

Transwa currently provides the following weekly services for the people living in Bindoon:

Option 1

Geraldton to Perth (via Moora) road coach service:

Tuesday, Thursday and Saturday

- Bindoon Agricultural College 3:21pm
- Bindoon Shire Office 3:26pm

Sunday

- Bindoon Shire Office 5:26pm

Option 2

Perth to Geraldton (via Moora) road coach service:

Tuesday, Thursday and Saturday

- Bindoon Shire Office 10:47am
- Bindoon Agricultural College 10:54am

Sunday

- Bindoon Shire Office 1:02pm
- Bindoon Agricultural College 1:09pm

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Question No C10 the Hon Peter Katsambanis MLC asked –

With respect to the recent trial of Bus Service 456, please outline how many passengers per trip used this service, how long was the trial period and what was the patronage targets set for this bus service during the trial period.

Answer: Transperth introduced a weekday Route 456 bus service on a 12 month trial period on 21 April 2013. The service was withdrawn on 4 May 2014.

By March 2014, the Route 456 bus service was only carrying an average of 2.8 passengers per weekday trip. The most highly patronised trip only averaged nine passengers.

Patronage expectations were targeted, based on the average patronage performances of the surrounding Route 441, 442, 443 and 444 bus services. These bus services average 23 passengers during peak periods and nine during off peak periods, for an overall average of 14 passengers per trip over the entire day.

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Question No C11 the Hon Ken Travers MLC asked –

With respect to Lease L5686 for land in the rail corridor in Picton which has a current lease agreement of \$900 per annum enabling the adjoining land owner access to the rail corridor, could the Public Transport Authority outline the details of the lease and whether the previous lease agreement was only \$100 per annum for this access.

Please also outline how many other leases of this kind the Public Transport Authority holds in regional Western Australia with other adjoining land owners and what is the average rental income acquired by the Public Transport Authority for these arrangements.

Answer: Lease L5686 commenced on 1 January 1993 providing Mr CG Reid approval to construct, maintain and use the access road to his property at a commencing rent of \$104.00 per annum. The rent was then increased in 1997 to \$520.00 per annum and is now \$900.00 per annum. The leased area comprises of land parallel to the railway but does not include the crossing. Mr Reid's property has public road access off Trigwell Road but he has chosen to use the leased land for access to South Western Highway via an occupational level crossing to an adjoining property, as his property includes a bed and breakfast business. The Public Transport Authority has 8 access agreements to third parties (excluding Local Government) in country areas with an average rent of \$1375.00 per annum.



Photos of leased area L5686 Picton to Mr CG Reid

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Question No C12 the Hon Ken Travers MLC asked -

With respect to the Ellenbrook Bus Rapid Transit project, what patronage modelling did the Government undertake in preparation for the Business Case prior to the 2013 State Election.

Answer: The 2009 Outer North Eastern Corridor Public Transport Strategy developed by Parsons Brinckerhoff estimated that 6,500 passengers per day would use Ellenbrook Bus Rapid Transit in 2031.

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Question No C13 the Hon Ken Travers MLC asked -

With respect to the Forrestfield-Airport Link project, on what date did the Public Transport Authority begin serious consideration of a full underground rail alignment for this project.

Answer: A rail link consisting of a partial or full underground alignment has always been a possible option.

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Question No C14 the Hon Ken Travers MLC asked -

With respect to the Forrestfield-Airport Link and the proposed Thornlie to Cockburn Central rail extension projects, did the Government receive any feedback from Infrastructure Australia about the submissions made to it for both of these projects prior to the commencement of the caretaker period for the 2013 State Election.

Answer: No.

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