

LEGISLATIVE COUNCIL STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS

ANSWERS TO QUESTIONS PRIOR TO HEARING

Department of Transport

The Committee asked:

- 1) In 2019-20, did your agency receive a qualified audit or 'matter of significance' or an 'emphasis of matter' from the Auditor General:

Answer:

No

- a) If so, outline the reason and your plan to remedy the issue by 2020-21?

Answer:

Not applicable

- 2) With respect to the Voluntary Targeted Separation Scheme:

- a) Have all separations been completed; and

Answer:

Yes

- b) If not, when do you expect the remaining separations to occur?

Answer:

Not applicable

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Hon Tim Clifford MLC asked:

- 1) I refer to the McGowan Government 2017 election promise and subsequent Department of Transport planning for an Inner City Transit/Light Rail:
 - a) Have the meetings with local governments in Perth's central subregion to 'understand the transport and land use requirements for each area, as part of early stage planning for light rail' been undertaken:

Answer:

Yes

- (i) If so, what were the outcomes; and

Answer:

Meetings were held with local government authorities in the Perth central sub-region in early-2019. Local governments indicated their support regarding light rail technology.

- (ii) If not, why not;

Answer:

Not applicable.



- b) Why is there no budget allocation for an Inner City Transit/Light Rail;

Answer:

The Department of Transport began the early stages of planning for light rail in Perth in 2017 as a METRONET Stage 1 priority. This planning work for light rail reached a milestone in June 2019 that culminated in an Infrastructure Australia (IA) Stage 1 submission – problem identification. Light rail, is still being considered by the Government and will attract more focus once current METRONET projects have progressed.

- c) Without an investment in Inner City Transit/Light Rail how does the Government intend to improve the public transport mode share; and

Answer:

The State Government is building METRONET, the biggest ever investment in Public Transport infrastructure in the State's history. This includes approximately 72 kilometres of new passenger rail and up to 18 new stations.

- d) What are the current state government targets for cycling, walking, public transport mode share?

Answer:

The State Government continues to target an increase in public transport, cycling and walking activities. That is why the Government is making the biggest ever investment in public transport and cycle paths.

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Hon Diane Evers MLC asked:

1) I refer to the Metronet Funding and Expenditure Table in BP3 page 137 and I ask:

- a) What does the funding of \$12.7m from Royalties for Regions relate to in the Metronet project?

Answer

The Mandurah Train Station Multi-storey Car Park located in the Peel region.

2) I refer to the comment on page 586 of Budget Paper 2: Of the Perth City Deal - Perth CBD Transport Plan, \$37 million is included in the WA Recovery Plan which consists of part funding for the Causeway Cycling and Pedestrian (\$30 million) and bike lanes and shared paths (\$7 million):

- a) Do local governments propose the location of and contribute funding to the construction of some local bike lanes and shared paths;

Answer:

Yes

- b) If yes to (a), how does the department ensure that individual local government proposals for cycling infrastructure combine to produce an integrated cycling network without gaps; and

Answer:

The Department of Transport is progressing a Long-Term Cycle Network for Perth and Peel with local governments.

The Department of Transport administers the WA Bicycle Network Grants Program which allocates funding to local government on a 50-50 basis to plan, design and construct cycling infrastructure.

c) which bike lanes and shared paths are to be funded with the \$7 million?

Answer:

The \$7 million has been allocated to the following cycling projects in the Perth CBD:

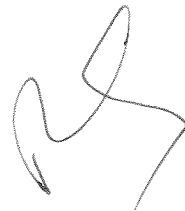
- Wittenoom Street cycle lanes
- Bennett Street cycle lanes
- Perth Arena cycle connection
- Trinity shared path

3) I refer to the Coastal Infrastructure - Maritime Facilities Program in the Asset Investment program page 595 and I ask:

a) Please explain why the program reduces from approximately \$13 million per annum in 2020-21 to approx \$9 million per annum in the forward estimates and?

Answer:

The figure for the Coastal Infrastructure - Maritime Facilities Program in 2020-21 reflects an increased capital expense limit due to a carryover from 2019-20, and additional external funding obtained retrospectively through Disaster Recovery Funding Arrangements WA.

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