

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**SUPPLEMENTARY QUESTIONS**

**Thursday, 25 June 2015**

**Department of Transport**

*Question D1: Hon Alanna Clohesy:*

*Please provide the statistics for MPTs not covered and wait times for inner and middle suburbs in each month for 2014-15, for outer suburbs for each month for 2014-15, and for metro each month for 2014-15?*

Answer:

**Inner and Middle Suburbs**

Month	# WC Demands	# WC JNC	WC JNC%	WC Wait-Time %
Jul-2014	3,198	27	0.84%	51.7%
Aug-2014	3,462	28	0.81%	46.6%
Sep-2014	3,407	28	0.82%	49.4%
Oct-2014	3,537	24	0.68%	48.6%
Nov-2014	3,271	27	0.83%	46.1%
Dec-2014	3,913	70	1.79%	42.7%
Jan-2015	2,758	34	1.23%	45.7%
Feb-2015	3,208	34	1.06%	46.2%
Mar-2015	3,620	65	1.80%	44.9%
Apr-2015	3,402	36	1.06%	48.5%
May-2015	3,301	36	1.09%	50.4%

**Outer Suburbs**

Month	# WC Demands	# WC JNC	WC JNC%	WC Wait-Time %
Jul-2014	498	12	2.41%	37.4%
Aug-2014	526	18	3.42%	39.9%
Sep-2014	543	12	2.21%	36.1%
Oct-2014	527	5	0.95%	36.1%
Nov-2014	508	14	2.76%	36.1%
Dec-2014	708	28	3.95%	28.0%
Jan-2015	417	14	3.36%	35.7%
Feb-2015	487	14	2.87%	33.5%
Mar-2015	496	11	2.22%	33.7%
Apr-2015	487	10	2.05%	33.7%
May-2015	467	6	1.28%	37.2%

# ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

## SUPPLEMENTARY QUESTIONS

Thursday, 25 June 2015

Department of Transport

Metropolitan

Month	# WC Demands	# WC JNC	WC JNC%	WC Wait-Time %
Jul-2014	3,696	39	1.06%	50.2%
Aug-2014	3,988	46	1.15%	45.8%
Sep-2014	3,950	40	1.01%	47.9%
Oct-2014	4,064	29	0.71%	47.2%
Nov-2014	3,779	41	1.08%	45.1%
Dec-2014	4,621	98	2.12%	40.8%
Jan-2015	3,175	48	1.51%	44.6%
Feb-2015	3,695	48	1.30%	44.9%
Mar-2015	4,116	76	1.85%	43.8%
Apr-2015	3,889	46	1.18%	47.0%
May-2015	3,768	42	1.11%	49.0%

### Definition: Jobs Not Covered

Wheelchair (WC) 'Jobs not covered' (JNC) measures the amount of non-standard Perth metropolitan taxi jobs not covered. This includes jobs where a passenger was never picked up, or after waiting for 15 minutes, a passenger gave up waiting and left the pick-up point. These are calculated as a percentage of total WC Taxi Dispatch Service (TDS) jobs demanded in that period. Rank and hail data, as well as data on private bookings, are not included in this measure. In calculating the JNC, high-demand public holidays and special events data are excluded.

### Definition: Taxi Wait-time

Taxi Wait-time refers to the percentage of times in which a requested taxi arrives 'on-time', or within a target timeframe. The target for wait-time is determined by the type of booking and whether its peak or off-peak (refer table below). The waiting time for pre-booked jobs begins at the time when the taxi is due. All requests made less than 30 minutes in advance are considered to be 'ASAP' jobs. The waiting time for these jobs begins when the order is placed.

Measurement of Taxi Wait-time percentage is only calculated for dispatched completed jobs. Rank and hail data, as well as data on private bookings made directly with a taxi driver, are not included in this measure.

As at the 2012-13 financial year, performance targets for MPTs have been raised to align with those for standard taxis. Notably, a taxi performing an ASAP, off peak job must come within 15 minutes and not 20 minutes to be considered 'on time.' This means that on average, approximately 15% fewer ASAP, off peak jobs are considered 'on time' as a result of this standard change.

Booking type	Service Period	Target time	Target % of jobs
Pre-booked	Peak	5 min	85%
Pre-booked	Off-peak	5 min	90%
ASAP	Peak	20 min	90%
ASAP	Off-peak	15 min	90%
Overall	-	-	91%

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**SUPPLEMENTARY QUESTIONS**

**Thursday, 25 June 2015**

**Department of Transport**

*Question D2: Hon Alanna Clohesy:*

*How much has been allocated in the 2015–16 budget for increasing the number of multipurpose taxis on the road?*

Answer:

The Department of Transport has internally budgeted \$510,000 in the 2015-16 financial year for vehicle modification grants for additional multi-purpose taxis.





# ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

## SUPPLEMENTARY QUESTIONS

Thursday, 25 June 2015

### Department of Transport

*Question D3: Hon Alanna Clohesy:*

- a) How many MPT plates are currently on the road?*
- b) How many MPT drivers are currently driving?*
- c) What is the cost of putting an MPT on the road?*
- d) What are the associated costs of running an MPT?*

Answer:

- a) There are currently 110 operational MPT plates in the Perth metropolitan area and 37 operational MPT plates in regional areas.
- b) There are 594 taxi drivers with current MPT qualifications, of which 262 drivers have done at least one MPT job in the past 12 months. The Department of Transport is not able to provide accurate records for drivers that are actively operating MPTs for the purposes of transporting wheelchair patrons.
- c) In addition to the purchase price of a vehicle and wheelchair modification costs, the cost of putting an MPT on the road is between approximately \$1791.70 and \$2,461.30. A \$15,000 grant is provided to subsidise the cost of vehicle modification.
- d) The Government imposed associated costs of running an MPT are between \$210 and \$5,410 per annum, noting:
  - a. for owned MPT plates and MPT's operating in regional areas a \$210 annual administration/licence fee applies.
  - b. a MPT lease plate operating in the Perth metropolitan area is subject to a \$100 per week lease fee and a \$210 annual administration fee.
  - c. The installation cost of government required equipment is in addition to these costs and would depend on where the vehicle is operating and on free market forces.
  - d. Additional non-government costs include dispatch affiliation fees in some areas, these vary depending on the individual commercial arrangements.

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**SUPPLEMENTARY QUESTIONS**

**Thursday, 25 June 2015**

**Department of Transport**

*Question D4: Hon Alanna Clohesy:*

*Has there been any further consultation regarding MPT security in regional areas since August 2014? What has DoT done to improve security in the last year?*

*Please provide the number of MPTs that do not have cameras and their locations.*

Answer:

Since August 2014, the Department of Transport (DoT) has been in discussion with some regional taxi operators on the supply and installation of taxi camera surveillance units (TCSU) in taxi vehicles (including multi-purpose taxis (MPT)).

DoT is only aware of one TCSU installed in a regional MPT (Kalgoorlie), with a second expected to be installed in the near future (also Kalgoorlie).

There are a total of 37 MPTs operating in regional areas including Albany, Esperance, Kalgoorlie/Boulder, Broome, Derby, Kununurra, Geraldton, Mandurah, Karratha/Dampier, Newman, Port Hedland, Busselton, Bunbury, Dunsborough, Margaret River, and Northam.



**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**SUPPLEMENTARY QUESTIONS**

**Thursday, 25 June 2015**

**Department of Transport**

*Question D5: Hon Alanna Clohesy:*

*How much has the wheelchair trial cost?*

Answer:

As at 29 June 2015 \$47,741.10 has been paid for the wheelchair trial to date.



## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### SUPPLEMENTARY QUESTIONS

**Thursday, 25 June 2015**

#### **Department of Transport**

*Question D6: Hon Adele Farina:*

*Why did the department make the decision to stop annual bypassing in 2012?*

*Please provide a copy of the UWA report.*

Answer:

#### **2012**

The Department of Transport did not stop annual bypassing in 2012. In 2012 an estimated 168,000m<sup>3</sup> of material was bypassed. This included an estimated 51,000m<sup>3</sup> of sand. Bypassing works commenced on 10 September 2012 and was completed on 13 November 2012.

#### **2013**

Bypassing was undertaken in 2013 (see also the response to question D8). An estimated 150,700m<sup>3</sup> of material was bypassed. This included an estimated 26,000m<sup>3</sup> of sand. Works commenced on 18 September 2013 and concluded on 6 December 2013.

#### **2014**

Bypassing in 2014 was complicated by the major reconfiguration project underway, however sand was provided to Wonnerup through a number of mechanisms:

- Some suitable dredged material was pumped to the nearshore zone.
- Significant sand bunds were constructed at the Wonnerup corner from imported sand.
- Sand was released from the beaches in front of the old configuration's foreshore.
- Sand was purchased and imported from a commercial supplier to nourish the beach.
- Sand was also purchased and placed at east Wonnerup in response to an erosion concern outside the project area.

Although it is always difficult to accurately assess volumes, it has been estimated that these mechanisms provided approximately 50,000m<sup>3</sup> of sand to Wonnerup in 2014. Importantly, as a result of the reconfiguration project this was the first time that bypassing did not result in seagrass wrack being placed on Wonnerup Beach. The reconfigured structures are now expected to improve sand movement.

All published UWA reports on Port Geographe are available on the Department of Transport's website. <http://www.transport.wa.gov.au/imate/imate-reconfiguration-project.asp>

# ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

## SUPPLEMENTARY QUESTIONS

Thursday, 25 June 2015

### Department of Transport

*Question D7: Hon Ken Travers:*

*How much was originally allocated to Port Geographe, how much has actually been spent since that money was put in, and how much is allocated in the forward estimates for that function?*

*Are all the funds being spent or is the amount being topped up with other money over and above original allocation?*

Answer:

In November 2012 the reconfiguration project was allocated \$28.15m in capital funds over three years. With works recently complete, the current estimate of final expenditure is \$28.03m.

In addition, the Department of Transport has also been provided with the following budget allocations for its ongoing coastal and waterway maintenance activities at Port Geographe:

- \$1.356m in 2014-15 of which \$300,000 has been recouped from The City of Busselton's Port Geographe Waterway Management Reserve.
- \$1.611m in 2015-16
- \$1.792m in 2016-17
- \$1.442m in 2017-18





## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### SUPPLEMENTARY QUESTIONS

Thursday, 25 June 2015

#### Department of Transport

*Question D8: Hon Adele Farina:*

- a. *Out of the \$28 million allocated for the reconfiguration of the groynes, how much of that money was spent on landscaping?*
- b. *How much of that money was spent on sand bypassing?*
- c. *How much of that money was spent doing anything at Wonnerup, which was part of the solution that was supposed to be offered with the \$28 million, which included sand bypassing that has not happened?*

Answer:

- a.  
\$3,712,655 (Landscape Construction Contract)  
\$91,962 [Design and technical support (Landscape Architect Consultant)]

Total = \$3,804,617

b-c.

Bypassing of both sand and wrack from the western beach to Wonnerup was undertaken in 2013 in advance of constructing the western breakwater at a cost of \$1,950,530.

The construction cost for the breakwater works was \$14,439,567. These works involved the following;

- Removing old groyne structures. This resulted in the release of sand trapped by the previous groyne structures allowing it to move naturally from in front of the Port Geographe development towards Wonnerup.
- Direct Wonnerup sand nourishment operations to build up the Wonnerup beach profile.
- The construction of a sand bund off Wonnerup Beach to assist in the construction of the new rock structures which indirectly provided additional nourishment for Wonnerup.
- The construction of a new smaller streamlined revetment from Wonnerup beach. This now means the ability of wave energy from the north east to be reflected off this revetment to potentially cause erosion on Wonnerup is reduced.

Dredging operations during the works moved large quantities of sand from the new marina entrance channel to both the offshore and nearshore Wonnerup area. The cost of this dredging operation was \$1,699,167.



# ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

## SUPPLEMENTARY QUESTIONS

**Thursday, 25 June 2015**

### **Department of Transport**

In November 2014, additional sand nourishment of Wonnerup beach was undertaken at a cost of \$257,579. These works involved importing over 10,000m<sup>3</sup> of sand to Wonnerup from a commercial sand supply.

In summary a large proportion of the total project cost has and will have direct benefits to the Wonnerup area. The total cost of all of these above construction contracts was \$18.35m. With the overall total cost from all construction contracts being \$24.21m, it is considered that approximately 76 per cent of these construction contracts by cost provided benefits to the Wonnerup area.



**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**SUPPLEMENTARY QUESTIONS**

**Thursday, 25 June 2015**

**Department of Transport**

*Question D9: Hon Martin Pritchard:*

*How much was spent on Bigger Picture Advertising in 2014-15?*

Answer: Nil



**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**SUPPLEMENTARY QUESTIONS**

**Thursday, 25 June 2015**

**Department of Transport**

*Question D10: Hon Ken Travers:*

*Please provide a copy of the written direction from the Minister requesting the services of Chronos Advisory.*

*Please also provide a copy of the advice received from DoT's procurement branch regarding procuring the services of Chronos Advisory*

Answer: Much of the information contained within correspondence or emails regarding Chronos Advisory or Mr Peter Iancov form part of a submission to Cabinet and would reveal the deliberations or decisions of an Executive body.





# ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

## SUPPLEMENTARY QUESTIONS

**Thursday, 25 June 2015**

### **Department of Transport**

*Question D11: Hon Ken Travers:*

*In regard to coastal erosion hotspots, please provide the agency which is responsible for preparing the management plan at each site.*

Answer:

Typically agencies with tenure/ownership or vested management authority of the eroding coastal land will be the agency responsible. A list for the currently identified coastal erosion hotspots is detailed below:

	<b>Metropolitan Sites</b>	<b>Agency</b>	<b>Issue</b>
1	Quinns Beach	City of Wanneroo	Coastal Erosion
2	Two Rocks northern coast	City of Wanneroo, assisted by Department of Transport	Coastal Erosion
3	Mandurah northern beaches	City of Mandurah	Coastal Erosion
4	Waikiki Beach, Rockingham	City of Rockingham	Coastal Erosion
5	CY O'Connor beach, Cockburn	City of Cockburn	Coastal Erosion
6	MAAC Seawall, Joondalup	City of Joondalup	Coastal Structure / Maintenance
7	Kwinana Beach	Town of Kwinana	Coastal Structure / Maintenance
8	Watermans Bay, Stirling	City of Stirling	Coastal Erosion
9	Mullaloo SLSC	City of Joondalup	Coastal Erosion
10	Cockburn Sound	Cities of Fremantle, Cockburn, Kwinana, Rockingham	Coastal Erosion
	<b>Regional Sites</b>		
11	Beresford, Geraldton	City of Greater Geraldton assisted by Port of Geraldton and Department of Transport	Coastal Erosion
12	Emu Pt, Albany	City of Albany	Coastal Erosion
13	The Cut, Bunbury	Department of Transport assisted by Department of Parks and Wildlife, Shire of Harvey and City of Bunbury	Coastal Structure / Maintenance
14	Geographe Bay	City of Busselton	Coastal Erosion / Inundation
15	Wonnerup	City of Busselton	Coastal Erosion
16	Seabird Foreshore	Shire of Gingin	Coastal Erosion
17	Broome, Town Beach	Shire of Broome	Coastal Erosion
18	Point Moore, Geraldton	City of Greater Geraldton	Coastal Erosion
19	Goode St, Port Hedland	Town of Port Hedland	Coastal Erosion
20	Horrocks Foreshore	Shire of Northampton	Coastal Erosion



**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**SUPPLEMENTARY QUESTIONS**

**Thursday, 25 June 2015**

**Department of Transport**

21	Binningup Seawall	Shire of Harvey	Coastal Structure / Maintenance
22	Drummond Cove, Geraldton	City of Greater Geraldton	Coastal Erosion
23	Grannies Beach, Irwin	Shire of Irwin assisted by Department of Transport	Coastal Erosion
24	Hopetoun Foreshore	Shire of Ravensthorpe	Coastal Erosion
25	Windy Harbour Foreshore	Shire of Manjimup	Coastal Erosion
26	Warne St & Yacht Club Exmouth	Shire of Exmouth	Coastal Erosion
27	Bremer Bay Fishery Beach	Shire of Jerramungup	Coastal Erosion
28	Grace Darling Park, Lancelin	Shire of Gingin	Coastal Erosion
29	Esperance Town Beach	Shire of Esperance and Southern Ports Authority	Coastal Erosion
30	Locke Estate, Busselton	City of Busselton	Coastal Erosion



**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**SUPPLEMENTARY QUESTIONS**

**Thursday, 25 June 2015**

**Department of Transport**

*Question D12: Hon Adele Farina:*

*In relation to Bunbury taxis. When are safety measures going to be funded for Bunbury taxis, similar to those in place in the metropolitan area?*

Answer:

There are no current plans.

Stakeholders of the taxi industry are encouraged to engage in the Green Paper on reform of the Western Australian Taxi Industry process, which will provide an opportunity for constructive conversation on not only safety measures but the future of on-demand transport services in our State. The Green Paper will be released shortly.



**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**SUPPLEMENTARY QUESTIONS**

**Thursday, 25 June 2015**

**Department of Transport**

*Question D13: Hon Ken Travers asked:*

*Why does the business case summary that was released for the Perth Freight Link include details about the outer harbour coming on stream in 2022?*

Answer:

The graph was to demonstrate an indicative scenario of how the Inner Harbour and Outer Harbour may operate.

