

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**SUPPLEMENTARY QUESTIONS**

**Thursday, 25 June 2015**

**Public Transport Authority**

*Question No. E1: the Hon Liz Behjat MLC asked -*

*With respect to the new Perth Stadium transport project, please provide a timeline chart for the project works including commencement and completion dates.*

Answer:

Please see attached chart.

A handwritten signature in blue ink, consisting of a stylized 'A' followed by a flourish.

# New Perth Stadium Transport Infrastructure Project - Project Timelines Overview

				2012		2013		2014		2015		2016		2017	
	Activity Name	Start	Finish	1st Half	2nd Half	1st Half	2nd Half	1st Half	2nd Half	1st Half	2nd Half	1st Half	2nd Half	1st Half	2nd Half
1	Project Commencement	Late 2012													
2	Approvals	Late 2012	1st Half 2013												
3	Forward Works	2nd Half 2013	1st Half 2015												
4	Main Construction Works														
4.1	Victoria Park Bridges and Road Works	1st Half 2014	2nd Half 2015												
4.2	Station and Rail Infrastructure	1st Half 2015	1st Half 2017												
4.3	Swan River Pedestrian Bridge	1st Half 2015	1st Half 2017												
5	Miscellaneous Construction Works														
5.1	Tennis West Court Works	2nd Half 2015	1st Half 2016												
5.2	East Perth Station Modifications	1st Half 2016	1st Half 2017												
6	Commissioning of Rail Infrastructure	2nd Half 2016	1st Half 2017												
7	Driver Training and Operational Testing	1st Half 2017	2nd Half 2017												
8	Overall Project Completion	2nd Half 2017													

# ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

## SUPPLEMENTARY QUESTIONS

**Thursday, 25 June 2015**

### **Public Transport Authority**

*Question No E2: the Hon Liz Behjat MLC asked -*

*I refer to Page 833 of the Budget Papers under the heading "Funded By; Funding included in Department of Treasury New Perth Stadium". For the 2014-15, \$59.12 million is shown as estimated expenditure on the new Perth Stadium transport project however there is only \$58.474 million coming from Treasury leaving a difference of \$646 000. Where will the difference be coming from and where is that money allocated to in terms of the project.*

**Answer:**

The \$646 000 resulted from an under expenditure (\$646 000) of funds drawn down from the Department of Treasury for the new Perth Stadium fund in 2013-14. This underspend was carried over to 2014-15 and held in the Internal Funds and Balances (i.e. the Public Transport Authority's bank account).



## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### SUPPLEMENTARY QUESTIONS

**Thursday, 25 June 2015**

#### **Public Transport Authority**

*Question No E3: the Hon Liz Behjat MLC MLC asked -*

*I refer to Page 836 of the Budget Papers under the heading "Non-Current Assets; Intangibles". There is an amount budgeted in 2014-15 of \$21.039 million but the estimated actual is only \$5.467 million. Please provide information about what the intangibles are and why is there is such a great variance between the budget and the estimated actual.*

Answer:

Within the Public Transport Authority (PTA) budget, Intangibles consist mainly of the many software licences and other licences that the PTA requires to manage its complex operating environment. The 2014-15 budget of \$21.039m is the opening balance plus the anticipated spend on new intangible assets during the year, less amortisation of the existing and new intangible assets.

Over the course of 2014-15 some planned expenditures on intangible assets did not eventuate. These include:

- Approximately \$4m was reallocated to procure IT hardware to support the PTA's Automatic Train Control function. This shows in the Property, Plant and Equipment item of the Statement of Financial Position;
- Approximately \$4m which as at 30 June 2015 had not yet been capitalised and was still being held in Work in Progress which is in the Property, Plant and Equipment item;
- Approximately \$4.4m of planned expenditure which was deferred or carried forward to 2015-16 and the out years;
- Approximately \$1.3m which was a budget reduction to meet the Government's Asset Investment Efficiency Measure.

The remaining difference of approximately \$2m is the annual amortisation of existing intangible assets.



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## SUPPLEMENTARY QUESTIONS

Thursday, 25 June 2015

### Public Transport Authority

*Question No. E4: the Hon Alanna Clohesy MLC asked –*

*I refer to pre hearing questions Number 48. Can you please provide a more comprehensive response with respect to how many bus stops, train replacements bus stops, regional town bus stops and special request bus stop upgrades were provided and where they were provided.*

Answer:

A more detailed response to each part of the pre hearing question number 48 using the same number system is as follows:

- a. \$5.214m for Bus Stop Accessibility Works Program (inclusive of associated accessible pathways expenditure).
- b. 610 bus stops comprising:
  - bus stops along bus service Routes 98, 99, 555, 556, 557, 106, 441, 442;
  - Armadale train replacement bus stops;
  - Albany regional town bus stops; and
  - 50 special request bus stop upgrades.
- c. \$5.140m.
- d. 600 bus stops comprising:
  - bus stops along bus service Routes 81, 82, 83, 84, 85, 220, 940, 240, 920, 825;
  - five Perth CAT stops;
  - Kalgoorlie regional town bus stops; and
  - 50 special request stop upgrades.
- e. 2016-17 – \$5.270m  
2017-18 – \$5.400m  
2018-19 – \$5.535m
- f. 2016-17 – 600 bus stops comprising:
  - bus stops along bus service Routes: 220, 100, 990, 37, 206, 212, 34;
  - five Perth CAT stops;
  - Geraldton regional town bus stops; and
  - 50 special request stop upgrades.2017-18 – 600 bus stops comprising:
  - bus stops along bus service Routes 507, 371, 558, 344, 354, 386, 387, 388, 389
  - five Perth CAT stops;
  - Bunbury regional town bus stops; and
  - 50 special request stop upgrades.2018-19 – 600 bus stops comprising:
  - Bus stops along bus service Routes 955, 467, 103, 888, 889, 508, 527, 102, 320;
  - five Perth CAT stops;
  - Busselton regional town bus stops; and
  - 50 special request stop upgrades.



## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### SUPPLEMENTARY QUESTIONS

**Thursday, 25 June 2015**

#### **Public Transport Authority**

*Question No. E5: the Hon Alanna Clohesy MLC asked –*

*I refer to pre hearing questions Number 49. Can you please provide a breakdown of the total works planned for East Perth, Merredin and Bayswater station upgrades. In addition, please provide an explanation of the total amount of works being done at East Perth.*

Answer:

Further to the response at Number 49 provided to the Member prior to the Hearing, the Public Transport Authority now provides a further breakdown of the total works planned for East Perth, Merredin and Bayswater stations.

#### Bayswater Station

Work to upgrade Bayswater station is a direct result of the Liberal-National Government's commitment to the Forrestfield -Airport Link project that will connect the eastern suburbs and foothills to the Perth CBD and the full Transperth bus and train network.

Work are expected to include:

- A new platform surface;
- Extended platform to cater for 6 railcar sets;
- New station canopy;
- *Disability Discrimination Act 1992* (DDA) compliant ramps;
- New Lighting;
- CCTV upgrade;
- DDA compliant station seating;

#### East Perth Station

Key scope elements identified for works at East Perth station include:

- Extension of the existing station platform by 50 metres to the south;
- Upgrade of the existing platform to comply with current DDA requirements;
- Replacement of the existing footbridge with a new 3 to 4 metre wide DDA compliant footbridge;
- Rail infrastructure changes to accommodate a stowage track for a six car set at the Midland end of the station.

Completion of all of the works at East Perth station are planned to coincide with the overall transport delivery program for the new Perth Stadium.

#### Merredin Station

- A new DDA compliant platform at Merredin.



## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### SUPPLEMENTARY QUESTIONS

**Thursday, 25 June 2015**

#### **Public Transport Authority**

*Question No. E6: the Hon Adele Farina MLC asked -*

*In relation to security provisions on buses in Bunbury including those which provide a school bus service, please provide a comparison to reflect the number of incidents occurring in Bunbury relative to the number of incidents occurring in Perth and whether or not the PTA has a threshold point at which it reassesses the security provided to its transport fleet in Bunbury. In addition please advise whether consideration can be given to providing a static guard at the Bunbury Bus Station.*

Answer:

The Public Transport Authority (PTA) and its contracted bus security service provider (currently Wilson Security) regularly review security incidents across all areas of bus operations and, where there is seen to be a need for additional security coverage, this will be provided. Contracted bus operators may also request additional security to be provided and are encouraged to seek assistance in response to any escalation in antisocial behaviour.

Currently, there are 18 mobile Wilson Security patrol vehicles assigned in the Perth metropolitan area. These patrols provide support for 1,460 buses across the metropolitan region with a ratio of one mobile patrol vehicle per 81 buses. In comparison TransBunbury has a total fleet of 36 buses.

From 1 January 2015 to 31 May 2015, Wilson Security recorded 1,077 security incidents of which 724 incidents were attended by a mobile patrol vehicle averaging 41 incidents per vehicle. TransBunbury reported 9 incidents in total over the same period.

With respect to the placement of static security at bus stations including smaller metropolitan bus stations such as Curtin Bus Station and Victoria Park Transfer Station, these do not have static security but have more incidents and much higher patronage levels than the Bunbury Central Bus Station (BCBS).

It should be noted that the BCBS area that falls under the control of the PTA, extends to the tarmac area only. Accordingly, the PTA controlled area is a small part of a large precinct which attracts occasional antisocial behaviour, noting that the PTA is not responsible for effecting security outside of the area that it controls. It is the PTA's view that any review of security at the Bunbury CBS would need to consider the wider area surrounding the BCBS and, in these terms, is more a Policing matter than a public transport issue.

The PTA's contracted bus security provider currently operates periodic patrols in Bunbury which incorporates visits to the BCBS. These patrols have been operating since July 2014. The primary focus of these patrols is to provide a static security presence at the bus station, together with mobile security patrols that target hot spots and respond to en-route incidents, thereby providing greater on-road support to bus drivers and passengers. The frequency of these patrols is increased depending on the level of antisocial behaviour.

The TransBunbury Bus Depot staff are in regular contact with the local Police who respond quickly in providing a presence at the BCBS, where required. Historically, due to the low security incident rate in regional towns, the local Police are the primary security support mechanism for regional bus service operators.

## **ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

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#### **Public Transport Authority**

The TransBunbury buses used for town bus routes have CCTV operating on the bus. Similarly the BCBS has CCTV which is actually monitored by the PTA. As a result of recent approaches, the PTA, in conjunction with its contracted service provider, is currently conducting a trial of a security cage on a TransBunbury bus to gauge both driver and community reactions and support. If the security cages are desired, they will be fitted.



# ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

## SUPPLEMENTARY QUESTIONS

**Thursday, 25 June 2015**

### **Public Transport Authority**

*Question No. E7: the Hon Adele Farina MLC asked -*

*Can the PTA please advise where timetables for Transwa and Town Bus Services are available in Bunbury?*

Answer:

Transwa timetables are available on the Transwa website at [www.transwa.wa.gov.au](http://www.transwa.wa.gov.au).

They are also available at the Transwa Booking Centre located at the Bunbury Passenger Terminal, Wollaston.

The Bunbury Visitors Centre also has Transwa timetables for passengers however they are not prominently displayed. Transwa has recently been in communication with the Bunbury Visitors Centre Manager and have offered the Centre a display stand for the presentation of Transwa timetables.

TransBunbury timetables are available on all TransBunbury buses, the Bunbury Visitors Centre (located at Bunbury Central Bus Station), Centrepont Shopping Centre, Bunbury Forum Shopping Centre, the Edith Cowan University Campus, the Wollaston Rail Terminal and the TransBunbury Bus Depot.



# ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

## SUPPLEMENTARY QUESTIONS

**Thursday, 25 June 2015**

### **Public Transport Authority**

*Question No. E9 and Question No E10: the Hon Ken Travers MLC asked -*

*I refer to pre hearing questions in relation to business case studies and estimated daily boardings for a rail extension to Yanchep. Can you please clarify the answers that were provided including whether any alternatives to constructing the rail extension to Yanchep were considered and if so what was the estimated cost of these alternatives.*

Answer

Supplementary Questions E9 and E10 relate specifically to a preliminary business case prepared in 2010. This early work was based on population and patronage projections by one consultancy, Syme Marmion, and therefore the figures being used have been superseded by more up to date information. The 39 250 boardings number mentioned was a whole of network figure, not one way boardings, but nevertheless the number is now no longer relevant.

In 2014, the PTA undertook an extensive review of the patronage estimates and other requirements to extend the railway from Butler to Yanchep. The review found that there were four sources of data to draw on, of which those prepared by Syme Marmion were one. Depending on the source, the data varied in a number of important details such as;

- when stations would be built;
- the extent to which self-containment in employment would be expected (from high to low);
- the population projections; and
- the percentage of the population that would frequently use rail.

These are now under consideration in finalising the PTA's business case to extend the railway from Butler to Yanchep.

The new work does consider other options, as is standard practice. Costs estimates are not currently available.



# ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

## SUPPLEMENTARY QUESTIONS

**Thursday, 25 June 2015**

**Public Transport Authority**

*Question No E11 and E12 the Hon Ken Travers MLC asked –*

*I refer to answers provided to pre hearing questions in relation to the Thornlie to Cockburn Central rail extension and ask whether further information can be provided.*

Answer:

Development of a draft business case for a future rail extension from Thornlie to Cockburn Central is on-going. The draft business case is being developed by the Public Transport Authority with support from a number of consultants in relation to key tasks required for the proposed rail extension. When this work is completed a more detailed cost estimation will be available for Government consideration.



## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### SUPPLEMENTARY QUESTIONS

**Thursday, 25 June 2015**

#### **Public Transport Authority**

*Question No. E13: the Hon Alanna Clohesy MLC asked -*

*I refer to Question A7 provided as supplementary information from the Annual Report Hearings in November 2014. Can you please advise whether there have been any incidents at stations of demand for ACROD bays exceeding supply; and for the 2014-15 year provide the number of standard and accessible car parking bays at each station including the percentage of accessible bays at each station?*

Answer:

The Public Transport Authority is not aware of any incidents of demand for ACROD bays exceeding the supply. Nevertheless, the Public Transport Authority will always provide additional ACROD bays at stations if an ongoing demand is identified.

Please see the attached spreadsheet which shows for the 2014-15 year the number of standard and accessible car parking bays including the percentage of accessible bays at each station.

It should be noted that the national standard is to supply one ACROD bay for every 100 standard bays.



CARPARKING SUMMARY TABLE				
MIDLAND LINE				
Station	Park & Ride 2014/15		ACROD to General bay %	Total Bays
	Standard Bays	Disabled Bays		
Midland	712	8	1.12%	720
Woodbridge	0	0	N/A	0
East Guildford	0	0	N/A	0
Guildford	115	2	1.74%	117
Success Hill	0	0	N/A	0
Bassendean	465	8	1.72%	473
Ashfield	0	0	N/A	0
Bayswater	230	5	2.17%	235
Meltham	100	3	3.00%	103
Maylands	81	2	2.47%	83
Mt Lawley	35	3	8.57%	38
East Perth	175	2	1.14%	177
	1913	38	1.73%	1956
ARMADALE/THORNIE LINE				
Station	Park & Ride 2014/15		ACROD to General bay %	Total Bays
	Standard Bays	Disabled Bays		
Armadale	254	5	1.97%	259
Sherwood	45	2	4.44%	47
Challis	30	2	6.67%	32
Kelmscott	242	5	2.07%	247
Seaforth	39	2	5.13%	41
Gosnells	143	5	3.50%	148
Maddington	90	2	2.22%	92
Thornlie	460	5	1.09%	465
Kenwick	199	4	2.01%	203
Beckenham	68	3	4.41%	71
Cannington	297	6	2.02%	303
Queens Park	70	2	2.86%	72
Welshpool	65	2	3.08%	67
Oats Street	73	2	2.74%	75
Carlisle	54	2	3.70%	56
Victoria Park	86	2	2.33%	88
Burswood	47	2	4.26%	49
	2262	53	2.34%	2315
FREMANTLE LINE				
Station	Park & Ride 2014/15		ACROD to General bay %	Total Bays
	Standard Bays	Disabled Bays		
Fremantle	165	2	1.21%	167
Nth Fremantle	85	2	2.35%	87
Victoria Street	0	0	N/A	0
Mosman Park	36	1	2.78%	37
Cottesloe	103	3	2.91%	106
Grant Street	0	0	N/A	0
Swanbourne	31	1	3.23%	32
Claremont	36	1	2.78%	37
Loch Street	14	1	7.14%	15
Karrakatta	0	0	N/A	0
Shenton Park	9	1	11.11%	10
Daglish	58	3	5.17%	61
Subiaco	0	0	N/A	0
West Leederville	0	0	N/A	0
City West	0	0	N/A	0
	532	13	2.79%	545
JOONDALUP LINE				
Station	Park & Ride 2014/15		ACROD to General bay %	Total Bays
	Standard Bays	Disabled Bays		
Butler	879	12	1.37%	891
Clarkson	1045	12	1.15%	1057
Currambine	1014	10	0.99%	1024
Joondalup	0	0	N/A	0
Edgewater	873	9	1.03%	882
Whitfords	851	9	1.06%	860
Greenwood	907	10	1.10%	917
Warwick	1122	12	1.07%	1134
Stirling	1037	11	1.06%	1048
Glendalough	219	3	1.37%	222
Leederville	0	0	N/A	0
	7947	88	1.11%	8035
MANDURAH LINE				
Station	Park & Ride 2014/15		ACROD to General bay %	Total Bays
	Standard Bays	Disabled Bays		
Esplanade	0	0	N/A	0
Canning Bridge	0	0	N/A	0
Bullcreek	614	7	1.14%	621
Murdoch	1141	16	1.40%	1157
Cockburn Central	1381	15	1.09%	1396
Kwinana	605	8	1.32%	613
Wellard	295	3	1.02%	298
Rockingham	1930	18	0.93%	1948
Warnbro	787	8	1.02%	795
Mandurah	1106	22	1.99%	1128
	7859	97	1.23%	7956
ALL LINES				
	Park & Ride 2014/15		ACROD to General bay %	Total Bays
	Standard Bays	Disabled Bays		
	20518	286	1.39%	20804

## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### SUPPLEMENTARY QUESTIONS

**Thursday, 25 June 2015**

#### **Public Transport Authority**

*Question No. E14: the Hon Adele Farina MLC asked -*

*Can you please outline what improvements have been undertaken to Bunbury Town Bus Services over the past several years?*

Answer

In 2012, the Public Transport Authority (PTA) conducted a comprehensive review of the entire TransBunbury bus service network. The result of this review saw an additional 224 261 service kilometres added to the network with significant service improvements in the Eaton and Dalyellup area. This resulted in services increasing to a half-hourly headway through the southern corridor. The additional trips and the increased frequency of these bus services were trialled over a 12 month period. The cost of providing the additional bus services increased Bunbury's operating budget by 18 per cent with a return of only 1.9 per cent increase in patronage over the 12 month period. As a result, underperforming bus services were reduced in August 2014.

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**SUPPLEMENTARY QUESTIONS**

**Thursday, 25 June 2015**

**Public Transport Authority**

*Question No E15 the Hon Ken Travers MLC asked -*

*Can you please advise whether the PTA is aware of any incidents where a staff member has been assaulted by a passenger as a result of SmartParker technology?*

**Answer**

To date there have been no reported incidents of staff being physically assaulted by members of the public as a result of SmartParker technology.



## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### SUPPLEMENTARY QUESTIONS

Thursday, 25 June 2015

#### Public Transport Authority

*Question No E16 the Hon Ken Travers MLC asked -*

*I refer to pre-hearing questions 12 and 13. Please provide the length of time for each of the 15 Transit Officers noted as being on workers compensation as at 25 May 2015 and for the 20 Transit Officers noted as being on workers compensation for the period 29 June 2014 to 12 July 2014 and the length of time?*

Answer:

<b>Length of time each of the 15 Transit Officers had been on Workers Compensation as at 25 May 2015 until the Officers had some capacity to return to work.</b>
6 weeks
1 week
22 weeks
one day
remains unfit
2 weeks
1 week
5 weeks
15 weeks
14 weeks
22 weeks
16 weeks
remains unfit
remains unfit
4 weeks

<b>Length of time each of the 20 Transit Officers had been on Workers Compensation that were identified in the period 29 June 2014 to 12 July 2014 until the Officers had some capacity to return to work.</b>
25 weeks
22 weeks
10 weeks
16 weeks
9 weeks
10 weeks
11 weeks
25 weeks
3 weeks
4 weeks
14 weeks
5 weeks
13 weeks
8 weeks
4 weeks
14 weeks
22 weeks
remains unfit
4 weeks
2 weeks