



ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

2016-17 ANNUAL REPORT HEARING – ADDITIONAL QUESTIONS

Department of Transport

Hon Tjorn Sibma MLC asked:

- 1) What was the budget and proposed delivery timeline for each of the individual Metronet projects in 2016/17:
 - a) – i) Noting the election of the McGowan Government in March 2017 and the delivery of its first budget in September 2017, no budget or delivery timeframe has been approved by the Government in 2016-17 for any of the METRONET projects.
- 2) Please provide a brief description of the scope and purpose of each of the following individual Metronet projects:
 - a) Thornlie-Cockburn link;

Answer: The 14.5 kilometre extension to link Thornlie and Cockburn Central stations will be Perth's first east-west rail connection, making travel around the city by train much more flexible.

The Thornlie-Cockburn Link will support growth and accessibility across the southern suburbs by providing direct access to employment, sporting and recreation opportunities at Canning Vale, Cannington Strategic Metropolitan Centre, Burswood Peninsula and the eastern CBD.

Connecting the Mandurah and Armadale lines will open up new opportunities for integrated, liveable communities around the proposed Nicholson Road Station and better public transport connections for the light industrial area surrounding the proposed Ranford Road station.

- b) Yanchep rail extension;

Answer: The Yanchep Rail Extension extends the existing Joondalup Line 13.8 kilometres with planning for stations at Yanchep, Alkimos and Eglinton. Starting at Butler Station, the extension will help support growth in the area, and reduce road congestion by providing a quick and efficient direct public transport link to the south.

Land use planning is also underway to maximise opportunities for residential and business development along the future rail corridor.

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c) Morley-Ellenbrook line;

Answer: The Morley-Ellenbrook Line is proposed to serve Perth's north-east suburbs to support existing communities with improved transport connections and create new communities through integrated station precincts.

To ensure the rail line represents the best outcome for local communities, work is underway on a route options analysis, including preliminary investigations, planning and concept design and development of a comprehensive business case.

d) Byford rail extension;

Answer: Planning work, including development of the required business case, is underway to extend the Armadale Line approximately eight kilometres south to Byford.

The work will identify the solution that provides value for money and best supports plans for growth in the area, as well as creating an employment hub and boosting residential development.

e) Midland line rail extension;

Answer: Better public transport integration with the Metropolitan Redevelopment Authority's (MRA) Midland Project and connections to a potential Bellevue rail depot are benefits of relocating Midland Station to Cale Street. The business case and supporting work is also assessing options to extend the line to Bellevue to create a new station and surrounding community precinct.

f) New Midland Station;

Answer: Refer to 2) e) above.

g) Karnup Station;

Answer: Communities between Warnbro and Mandurah stations, 23 kilometres apart will greatly benefit from a train/bus station at Paganoni Road, approximately half way between the existing stations.

The recent growth in Golden Bay, Karnup and Lakelands was identified during the Mandurah Line's planning and construction, with space provided for a future station in this location when appropriate. The recently opened Aubin Grove Station is an example of this future-proofing planning and will see more community development opportunities in the area.

Karnup Station will also include a bus depot, which will significantly improve bus services in the area and take pressure off Mandurah and Warnbro stations.

h) Level crossing removal; and

Answer: There are 31 vehicle level-crossings on the Transperth network. There has been a policy in place for more than a decade not to increase the net number of crossings.

Removing level crossings along the Midland and Armadale lines has significant community benefits from making it safer for people and vehicles to travel in the area to revitalising local communities with improved land use planning.

The Government has committed to prioritising the removal of the four level crossings at Wharf Street, Oats Street, Denny Avenue and Caledonian Avenue.

i) Railcar procurement?

Answer: The next generation of railcars, referred to as the C-Series, funded in the 2017-18 budget will create more capacity on the network to cater for the increased services planned as METRONET projects are completed.

The C-Series will likely be allocated to the Joondalup and Mandurah Lines where trains can travel at higher speeds. That means some B-series trains will move onto the Midland, Fremantle and Armadale and Thornlie lines to improve service capacity and quality on these lines.

- 3) Page 21 of the 2016-17 Annual Report notes that the Metronet office will include experts in transport, planning, land development and town planning. Have these people now been recruited, where have they come from, and what are their credentials?

Answer: An integrated METRONET Team has been formed which draws specialists from across-government. The team is responsible for planning and designing projects up to the investment decision. Once in construction and delivery, the team will monitor the project's implementation.

Government agencies involved in METRONET include:

- Department of Transport
- Public Transport Authority
- Department of Planning, Lands and Heritage
- Department of Communities
- LandCorp
- Metropolitan Redevelopment Authority

- 4) Page 21 of the annual report notes how the METRONET office will work. To that end, can the department advise what the total establishment is, whether this establishment is likely to fluctuate over time, what the funding for this office is, and does it have an end date?

Answer: 3.6 FTEs (four employees) are directly employed by the Department of Transport as employees based in the METRONET office. Further employees from across six agencies are providing assistance to the METRONET office, however no formal secondments are in place. It is expected that the establishment of the METRONET Office will fluctuate in accordance with METRONET projects progressing from planning into the delivery phase.

The METRONET Office is funded for \$1.8m in 2017-18. It is expected for these operating costs to be ongoing over the life of METRONET.

- 5) In the Director-General's foreword, reference is made to the trials of bike boulevards in the Cities of Vincent, Bayswater and Belmont. How long have these trials been in place, when are they likely to conclude, what data or findings are currently available about the operation of these trials?

Answer:

City of Vincent Bike Boulevard

- Planning and development for stage 1 (Shakespeare Street, between Green Street and Scarborough Beach Road) commenced in May 2015 and this stage was completed and officially opened to the general public in December 2016. The Evaluation Report was completed January 2018. Main findings include:
 - Reduction in vehicle speeds
 - Increase in numbers of cyclists and pedestrians using street
 - Increase in numbers of cyclists on-road
- Stage 2 (Shakespeare Street, between Scarborough Beach Road and Richmond Street, including sections along Richmond Street to connect to the Mitchell Freeway Principal Shared Path and Loftus Street) has commenced planning and development; and construction is expected to be completed in June 2018. The Evaluation Report is expected to be finalised in mid-2019.

City of Bayswater Bike Boulevard

- Planning and concept design for stage 1 (Leake Street, between Swan River and Midland Rail Line, Railway Parade, between Leake Street underpass and May Street and May Street, between Railway Parade and Adelphi Street) commenced in May 2015 and this stage was completed and opened to the general public in August 2017. The Evaluation Report is expected to be completed in mid-2018.
- Planning for Stage 2 (May Street, between Adelphi Street and Beaufort Street, Edward Street, between Beaufort Street and Catherine Street and Catherine Street, between Edward Street and Drake Street) commenced in mid-2016 and is currently in the latter stages of design. Construction is expected to be completed in mid-2018 and the Evaluation Report is expected to be finalised in mid-2019.

City of Belmont Bike Boulevard

- Planning and development (Surrey Road, between Great Eastern Highway and Cohn Street, Cohn Street, between Surrey Road and Tomato Lake, Tomato Lake, between Cohn Street and President Street and Jeffrey Street, between President Street and Leach Highway) commenced in May 2015. Construction is expected to be completed in mid-2018 and the Evaluation Report expected to be finalised in mid-2019.

6) With respect to the METRONET Taskforce referred to on page 21, I ask:

a) Who are the members of the taskforce;

Answer: The taskforce includes Director Generals and Chief Executives of the various government agencies represented in the METRONET team, including the Department of Transport, Department of Planning, Lands and Heritage, Metropolitan Redevelopment Authority, Department of Communities and LandCorp. Other stakeholders such as the Department of the Premier and

Cabinet, Department of Treasury, Department of Finance, Western Australian Planning Commission, Commonwealth Department of Infrastructure and Regional Development and the State Solicitors Office are also represented.

- b) Does the Minister attend all meetings;

Answer: Yes, the Minister attends and chairs the meetings of the full taskforce.

- c) What specific issues are on the taskforce's agenda; and

Answer: The taskforce meets to receive and discuss updates on METRONET Projects and reports from the Steering Committees and Working Groups.

- d) How frequently does the taskforce meet?

Answer: The taskforce meets quarterly, with additional meetings scheduled when required.