

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

23 JAN 2015

QUESTIONS ON NOTICE ADDITIONAL INFORMATION

Wednesday, 10 December 2014

Public Transport Authority

*Question No 1: Hon Ken Travers MLC asked -*

*Has the Authority engaged Chronos Advisory or Mr Peter Iancov to undertake any work or contracts in the 2013/14 or 2014/15 financial years?*

Answer: No.

- a. If yes what is the nature of the work or contract that they have been engaged to undertake?*
- b. What was the process for selecting them to undertake this work?*
- c. Has the Authority had any communication with the Ministers Office regarding work or contracts for this company or person?*
- d. If yes what was the nature of the communications?*
- e. Will the Minister table any correspondence or emails with the Ministers Office regarding this company or person?*

Answer:

(a-e) Not applicable.



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*Question No 2: Hon Ken Travers MLC asked -*

*What is the estimated height of each floor in the proposed Edgewater Train Station carpark?*

Answer: The minimum height clearance of each floor in the proposed Edgewater Train Station carpark is 2.3 metres.

A handwritten signature in black ink, consisting of a stylized, cursive letter 'A' or similar shape.

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*Question No 3: Hon Ken Travers MLC asked -*

*Will the carpark foundations be sufficient to allow apartments to be constructed on them in the future?*

- a. If no, why not?*
- b. If yes, when does the PTA expect apartments will be built above the carpark?*
- c. If yes, how many floors of apartments will the foundations be able to support?*

Answer:

The Edgewater Train Station carpark project is to deliver carpark capacity only.



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*Question No 4: Hon Ken Travers MLC asked -*

*Does the PTA take any action to follow up people who receive multiple parking fines to ensure that their Smartparker details have been entered correctly?*

Answer: No.

*a. If no, why not?*

Answer: The onus is on the patron to ensure their SmartParker details are correct. On a broader scale, Transperth has put substantial effort into educating and informing users on how to use SmartParker both before and after its introduction and overall results indicate customers do understand how to use the system.

*b. If yes, what follow occurs and how many people have been followed up and when?*

Answer: Not applicable.



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*Question No 5: Hon Ken Travers MLC asked -*

*What is the nature of the contamination on PTA land in the vicinity of Wyatt Road and Memorial Drive Bayswater?*

Answer: Lot 6857 Wyatt Road Bayswater is classified as 'potentially contaminated, investigation required' by the Department of Environment Regulation.

*a. When does the PTA expect to commence clean-up of this site?*

Answer: No clean-up is currently planned.

*b. If there are currently no plans to commence clean-up of this site, why not?*

Answer: The land has been identified as a possible lay-down area for the construction of the Forrestfield-Airport Link project and is unlikely to require remediation for that purpose.



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*Question No 6: Hon Ken Travers MLC asked -*

*What assessment of future uses was made by the PTA of lot 777 Abernethy Road Forrestfield prior to it being identified as suitable for disposal?*

Answer: Initially, the PTA assessed 777 (Lot 500) Abernethy Road as strategically significant for future transport requirements and was included in a short list of possible intermodal terminals. It was subsequently discounted as a terminal when feasibility studies highlighted the cost of direct rail linkage.

The PTA was aware of the land's value from advice of professional property consultants and frequent requests from the market. Following advice that the land would not be used for an intermodal terminal, the PTA proposed the land be split into four equal lots for commercial use.

*a. Is any part of this site currently used for truck assembly or parking?*

Answer: Yes, Main Roads has developed the southern portion of 777 Abernethy Road as a road train assembly area.

*b. If yes how much of the site is used and where will these activities be relocated to?*

Answer: An approximate area of 2.8 hectares has been allocated by PTA to Main Roads as a road train assembly area. Main Roads has developed approximately 1 hectare of this land as a road train assembly area with the balance currently utilised for the Gateway project.

The PTA is not aware the road train assembly area will be relocated.

*c. Was this site previously identified as a potential future intermodal terminal?*

Answer: Yes, this site was considered a potential future intermodal terminal, however, it is no longer considered as such as it does not have a direct rail link.

*d. If yes, what other sites are available in the Forrestfield area for future intermodal terminals?*

Answer: DoT in conjunction with the PTA investigated a number of potential intermodal terminal sites within the Forrestfield and Kewdale areas to assess their suitability for future terminal development. Lot 700 Abernethy Road Kewdale (incorporating Kewdale Terminal 2) is deemed the preferred site for future development in the area. The site is readily available, owned by the PTA, will allow for a large scale development, is adjacent to the existing rail line to the port of Fremantle and has good connections to heavy vehicle access routes in the area.



The other sites were considered sub-optimal or not suitable for future intermodal freight terminals for reasons including lack of rail connectivity, the need for complex back shunting and limited scope for economies of scale.



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*Question No 7: Hon Ken Travers MLC asked -*

*Are capital projects to expand the capacity of the public transport system in Perth ranked and prioritised on the basis of their benefit-cost ratios (BCR)?*

Answer: Benefit cost ratios are part of the prioritisation framework.

*(a) If no, how are they selected?*

Answer: Consistent with the State Government's Strategic Asset Management Framework, the Transport portfolio prioritises public transport capital capacity proposals for Government investment consideration according to multiple appraisal criteria that considers the critical needs of transport system users, the Government's transport service priorities, the expected benefits of an investment proposal and the maturity of the proposal's development.

This includes benefit cost analysis or financial analysis as appropriate.





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#### **Public Transport Authority**

*Question No 8: Hon Ken Travers MLC asked -*

*Why have the major public transport projects committed to by the State Government in recent years, not been ranked and prioritised on the basis of their BCR's?*

Answer: Consistent with the State Government's Strategic Asset Management Framework, the Transport portfolio prioritises public transport capital capacity proposals for Government investment consideration according to multiple appraisal criteria that considers the critical needs of transport system users, the Government's transport service priorities, the expected benefits of an investment proposal and the maturity of the proposal's development.

This includes benefit cost analysis or financial analysis as appropriate.

