

**STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS  
ANSWERS TO ADDITIONAL QUESTIONS**

**Public Transport Authority**

The Committee asked:

1. I refer to Budget Paper No. 2, page 628, explanation of significant movements, note 2, and ask can the previous budget targets and actuals be easily backcast for the new definition? If so, what would the data be for the previous five years?

**Answer:** The new definition commences in 2022-23 and it is not easy to backcast previous budget targets and actuals.

2. I refer to Budget Paper No. 2, page 627, outcomes and key effectiveness indicators, metropolitan and regional passenger services reliability: bus services arriving within four minutes of scheduled time (first and last timing points – six minutes for interim points), and ask why was the indicator changed in this budget?

**Answer:** A new systems-based service reliability measure has been introduced, effective from 1 July 2022, which assesses bus performance based on all scheduled timing points for all trips operated, as opposed to a random sample. To support this improvement, the reliability tolerance for interim timing points was modified to 6 minutes (from 4 minutes). The changed interim timing point requirement now aligns with the PTA's contractual requirements and necessitated an increase in the performance target to 87 per cent (from 85 percent).

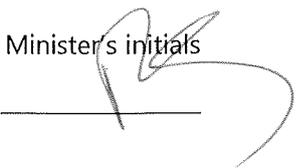
3. I refer to Budget Paper No. 2, page 627, outcomes and key effectiveness indicators, metropolitan and regional passenger services reliability: ferries arriving within four minutes of scheduled time, and ask why was the indicator changed in this budget?

**Answer:** A new service reliability measure has been introduced, effective from 1 July 2022, which assesses ferry performance for all scheduled services at both jetties. To support this improvement, the reliability tolerance was changed to 4 minutes (from 3 minutes), aligning the KPI to contracted service obligations, however the target was increased to 98 per cent.

4. I refer to Budget Paper No. 2, pages 633-4, asset investment program, and the answer to question prior to hearing, Committee question 1, and ask how were the projects not included in the answer evaluated?

**Answer:** The projects included within the asset investment program on the basis of asset replacement have not been subject to a cost benefit analysis.

Minister's initials



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**STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS  
ANSWERS TO ADDITIONAL QUESTIONS**

**Public Transport Authority**

Hon Dr Brad Pettitt asked:

1. I refer to page 633 in Budget Paper No. 2 Vol. 2, Works in Progress, Other Works in Progress, Bus Infrastructure Program, and I ask:

a) in relation to the funding allocation for the Bus Priority Projects in Progress:

i) what are these priority projects;

**Answer:** Jandakot North Bus Depot.

ii) which priority projects have been completed to date;

**Answer:** The Jandakot North Bus Depot project is in progress.

iii) why is there no funding allocated after 2022-23;

**Answer:** The project is intended to be completed during 2022/23.

b) in relation to the CAT Bus Infrastructure:

i) what is this funding used for; and

**Answer:** The new Red and Blue CAT bus services that commenced operation in December 2021.

ii) why is there no funding allocated after 2022-23?

**Answer:** All required CAT infrastructure works are expected to be completed during 2022-23.

2. I refer to page 627, Budget paper No. 2, Vol. 2, Outcomes and Key Effectiveness Indicators, Customer perception of safety – Independent external surveys. Only 77% of customers at train stations during night-time feel safe and only 78% feel safe when on a train at night. There would also be many Perth residents who do not use public transport (non-customers) due to personal safety concerns. I ask:

a) what steps is the PTA taking to improve real and perceived safety on its trains and stations at night-time?

**Answer:** The PTA continues to add additional CCTV cameras as well as upgrading existing CCTV cameras, taking the current number of station cameras to more than 4000. In addition, the PTA is continuing to install new lighting and upgrades to existing lighting all over its network.

In the CBD, a significant upgrade of the Perth Station forecourt is underway to improve safety in the area.

The PTA has enhanced its recruitment strategy for Transit Officers and has implemented a third training academy this year (2022) for the first time and anticipates that having the three academies each year (or similar) will be on-going until such time as staffing numbers are met.

The PTA continues to work closely with WA Police on joint operations.

b) why are the safety perception targets (76% for on-board train at night-time and 70% for train station at night-time) so low; and

**Answer:** The targets reflect realistic assessments of long-standing perceptions of safety, not just related to public transport but in general community settings at night.

c) why do the targets not increase over time?

**Answer:** The PTA is continuously working to improve perceptions of safety on the Transperth network.

3. I refer to the allocation of more than \$200m over the next four years for the Bus Replacement Program on page 633 in Budget Paper No. 2 Vol. 2, Works in Progress. I ask:

a) how many buses are budgeted to be replaced over the next four years; and

**Answer:** 449.

b) how many of the replacement buses will be electric?

**Answer:** Specific details will be confirmed as the electric bus trial continues and the Federal Government's election commitment is further progressed.

4. I refer to page 624 of Budget Paper No. 2, Vol. 2, Spending Changes, Climate Action – Strategy to Transition the Transperth Bus Fleet to Electric Vehicles. Based on the response to my 'question prior' regarding electric buses, it is my understanding that the PTA has ordered four electric buses to date, including the two are currently in the Transperth fleet. I ask:

a) how many diesel buses are currently in the Transperth fleet; and

**Answer:** Transperth currently operates 1,115 diesel powered buses.

b) what plans are there to increase the electric vehicle fleet in the next two years, prior to domestic manufacturing capability?

**Answer:** The State and Federal Governments will work to deliver the \$250 million election commitment to introduce additional electric buses into the Transperth fleet, with a key focus on local manufacturing.

5. I refer to Budget Paper 2, Volume 2, page 633, line item 'New Stations and Existing Stations Upgrades', and I ask in relation to the proposed new Karnup Station:

a) can a timeline and current progress update be provided on the development of the precinct structure plan;

**Answer:** A draft Precinct Structure Plan is currently being developed for consideration by the State Government in 2023.

b) upon the finalisation of the precinct structure plan, what are the next steps and the associated timeframes prior to construction commencing;

**Answer:** The State Government will continue to pursue investment opportunities.

c) when is Karnup Station expected to open and commence operations; and

**Answer:** Not applicable.

d) is the Karnup Station project subject to the prior progression or completion of other Metronet projects, and if so, what projects are they and what are the associated timeframes?

**Answer:** Refer to part (b).

Minister's initials

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