

STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS  
ADDITIONAL QUESTIONS FOR 2011/12 AGENCY ANNUAL REPORT HEARING

PUBLIC TRANSPORT AUTHORITY HELD ON

THURSDAY, 11 OCTOBER 2012



**PUBLIC**

26/11/12

HON LJILJANNA RAVLICH MLC ASKED –

1. Ellenbrook Joondalup route -

- a) Has a bus route from Ellenbrook direct to Joondalup been considered given that under present arrangements it takes over two hours to get from Ellenbrook to Joondalup?
- b) If yes when is it likely that a direct route may become available?
- c) If not why not?

Answer:

a) Yes. Currently a journey between Ellenbrook and Joondalup takes less than 90 minutes.

b – c) As there is still relatively sparse development along the route, the introduction of such a service is a low priority.

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HON LYNN MACLAREN MLC ASKED –

2. Introduction – Page 5 – Impact of residual issues Tier 3 closure –

With reference to the statement (page 5) that the PTA targeted two outcomes, the second of which was the “*Protection of the long-term functionality of the rail corridor and railway infrastructure*”, and for that outcome “*success results from quality management of the railway corridor and residual issues of the rail freight network, which was leased to private sector operators in 2000*”:

- a) What are the “residual issues of the rail freight network”?
- b) Can the PTA please explain the apparent contradiction between the success claimed and the closure of the tier 3 railway?

Answer:

- a) Residual issues associated with the rail freight network leased to private sector operators in 2000 include:
  - anomalies where land parcels were included in the rail freight corridor in error which require land order corrections to be arranged;
  - issues of management, maintenance and closure of level crossings;
  - future management of non-operational lines such as the railway line between Manjimup and Boyanup; and
  - issues of conflict between the Rail Safety Act and the Rail Freight Corridor Land Use Agreement (Narrow Gauge) and Railway Infrastructure Lease.
- b) The Tier 3 lines are not closing and are to remain open until at least 31 October 2013 as per the Minister for Transport’s media statement of 11 October 2012.

This statement on page 5 refers to how success for this outcome is measured. It is not a statement of performance against this outcome.

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HON LYNN MACLAREN MLC ASKED –

3. Managing Director's overview - Page 10 – Mode share -

With reference to the statement (page 10) "*Over the course of a full weekday, there are almost 600,000 public transport boardings in Perth*":

- a) Can the PTA provide comparative figures for the number of journeys per week day that are
  - i. Made by car
  - ii. Made by public transport
  - iii. Made partly by car and partly by public transport?
- b) How long does the PTA estimate it will take to achieve its vision "to make public transport the number one choice for connecting people and places"?
- c) Has funding been allocated for the 2012-13 financial year to promote this behaviour change?
- d) If no to c), why not?
- e) If yes to c):
  - i. How much; and
  - ii. How will it be spent?

Answer:

- (a)
  - i. No
  - ii Total boardings which are around 600 000 on a weekday comprise initial boardings, transfers and free travel.
  - iii No
- (b) The PTA's Vision is aspirational and not limited by time
- (c) Yes.
- (d) Not Applicable.
- (e)
  - i \$94 000.
  - ii Transperth's community engagement program, Get On Board, has been running for approximately 10 years. The program targets a wide range of audiences from seniors, people with a disability and students, as well as those from culturally and linguistically diverse backgrounds. The aim of the program is to enable participants to become fully informed on all aspects of Perth's public transport system, thus enabling them to make journeys confidently and with respect for others.

In response to a number of requests from workplaces, as part of the existing Get On Board program, a new initiative was established which targeted workplaces that wished to increase the usage of public transport amongst their staff. Education material was developed that was specific to a particular workplace, giving details of public transport nearby as well as information about ticketing, how to plan a journey and how to travel safely. Community education officers visit workplaces and deliver presentations designed for each workplace and to answer questions staff may have.

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4. Transperth - Page 13 – running on time -

With reference to the statement (page 13) that “*bus OTR slipped 7.1 per cent to 79.1 per cent*”:

Was an increase in road works the only factor in this decrease in buses running on time? (page 19)

Answer:

No.

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5. Page 13 – workplace programmes –

With reference to the statement (page 13) “*Work continued on a workplace program for employers who wish to encourage staff to use public transport to work*”:

Will the PTA please give details of that program?

Answer:

This information is available online at [www.transperth.wa.gov.au](http://www.transperth.wa.gov.au)

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6. Page 19 – improving performance based on GPS Reporter –

With reference to the statement (page 19) “*GPS Reporter helps identify under-performing services which, after a careful review, can be re-scheduled to ensure improved performance*”:

- a) What steps will be taken to improved performance?
- b) Will those steps include decreasing the number of buses on that route?
- c) If yes to b), could steps be taken instead to increase patronage on that service?

Answer:

- a) Transperth uses GPS reporter to review the actual running times of its bus services.
- b) and c) No.

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**HON LYNN MACLAREN MLC ASKED –**

**7. PTA in the Community - Page 20 – bike shelters at stations (page 49 -20 new shelters) –**

- a) With reference to the initiative (page 20) taken to install *“blue bikes on the top of bike shelters to make it easier for cyclists to identify lock-up facilities for bikes at stations”*:
- i. What percentage of train stations have bike lock up facilities?
  - ii. What is the target?
  - iii. By when is that target likely to be achieved?
- b) What investigations have been done to examine options to carry bikes on buses or trains?

Answer:

- a)
- i) 87 per cent.
  - ii) There is no specific target.
  - iii) Not Applicable.

Transperth has a policy for the carriage of bicycles on trains.



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8. Page 23 – decline in patronage for special event services –

With reference to the statement (page 23): “*In 2011-12, boardings on special event services fell 12.4% to 1.124m*”:

- a) What accounts for this decline?
- b) What steps can or will be taken to reverse the trend?

Answer:

- a) In 2011/2012 there were 11 less festival/concerts compared with the previous period.
- b) The Public Transport Authority has no influence on the number of events.

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9. Page 30 – Diesel-electric hybrid trial -

With reference to the major initiative (page 30) to “*Commence trial of the diesel-electric hybrid bus*”:

Given the recent World Health Organisation findings regarding the carcinogenic properties of diesel, will consideration be given to an alternative source of power?

Report cited in Press Release 213 dated 12 June 2012 published by the International Agency for Research on Cancer (World Health Organization) found at [http://press.iarc.fr/pr213\\_E.pdf](http://press.iarc.fr/pr213_E.pdf)

Answer:

The Public Transport Authority (PTA) has entered into an agreement with Volvo Bus Australia to supply one Diesel-Electric Hybrid bus to be operated predominantly on Perth City CAT services.

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**10. Metropolitan School Bus Services - Page 83 – Summary of Key Performance Indicators –  
metro bus services –**

- a) What were the findings of the review of school special bus services that was conducted towards the end of 2011?
- b) How have the issues of:
  - i. overcrowding;
  - ii. inadequate frequency; and
  - iii. late arrival at and early departure from school on the bus route from Coogee/Munster to Seton College been resolved?

Answer:

- a) Transperth conducts continual reviews of all dedicated school special bus services to ensure that the community receives the maximum benefit from the resources available. A number of changes (including retiming, provision of additional public bus trips and the rationalisation of some services) to school specials were made across the Perth Metropolitan area in 2011, all of which were in line with Transperth's desire to rationalise under performing services and maximise opportunities for students to travel to a wider variety of schools on the public transport network.
- b)
  - i) Instances of overcrowding on school specials is investigated as soon as the incident is reported and, where possible, action is immediately taken to avoid a repeat occurrence (this can include providing a second bus on a service or a bus with a larger capacity until the cause of the overloading is determined).
  - ii) The recent investment by the State Government in providing additional service kilometres has seen frequency improvements on a large number of public bus services, which in many instances provides a direct benefit to school students travelling across the metropolitan area.
  - iii) Teething issues associated with the changed provision of dedicated school bus services to Seton Catholic College have been addressed.

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**HON LYNN MACLAREN MLC ASKED –**

**11. Compliance, audits and reporting - Page 76 – Identifying sustainability opportunities -**

With reference to the sustainability opportunities listed (page 76), will the PTA please give details in relation to:

- a) Integration of infrastructure for pedestrians and cyclists; and
- b) Protection and restoration of local air, water, soils, flora and fauna?

Answer:

- a) To support access by pedestrians and cyclists, the Public Transport Authority has standard train station precinct designs.
- b) Details of those opportunities are referred to in the Annual Report.