

Estimates and Financial Operations Committee



Public Transport Authority of Western Australia

Page Number

Hon Nick Goiran MLC asked:

1) I refer to the Public Transport Authority (PTA) advertising policy active as at January 2017 and tabled in the Legislative Council on 6 September 2017, and I ask:

(a) Which stakeholders were consulted in the development of the policy;

Answer: Internal PTA stakeholders.

(b) Further to a) did any stakeholder provide feedback in writing;

Answer: No

(c) If yes to b), will you table the feedback;

Answer: Not applicable

(d) What is the mechanism by which policy part 5.4 (on prohibited advertising) is enforced; and

Answer: The requirements for not displaying prohibited advertising are contracted obligations. If the contractor is found to be in breach, the contractor must rectify the breach forthwith.

(e) Further to d), what is the budgeted cost of such enforcement?

Answer: Nil

Public / Internet

11/10/17



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Hon Tim Clifford MLC asked:

1) With reference to page 164 of Budget Paper 3:

a. How will the \$500,000 promotional campaign be spent?

Answer: A behaviour change campaign to encourage the use of Transperth services is currently being designed. Until finalised, the PTA is not in a position to provide detail on how the budget will be spent.

b. How will the promotional campaign result in \$16 million of increased revenue?

Answer: The campaign will promote public transport as an efficient, sustainable and attractive alternative for commuters. Further detail beyond these points is not available until the campaign is fully developed.

c. If the promotional campaign does not result in \$16 million of increased revenue, will the subsidy be reinstated?

Answer: The \$500,000 budget allocation is for the 2017-18 financial year only. The \$500 000 campaign is a "one off" investment. While the target of the campaign is to increase patronage and therefore fare revenue by \$16 million over the forward estimates, the actual revenue increase achieved each year will be considered by Treasury and the Public Transport Authority over future budget processes and adjustments to budget made if required.

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Hon Tjorn Sibma MLC asked:

- 1) I refer to Election Commitments on page 631 and ask:
 - a. Is this new money; and
Answer: Yes
 - b. If no to (a); which projects have been cancelled to fund these commitments?
Answer: Not applicable
- 2) With respect to the first dot point listed under 'Significant Issues Impacting the Agency' on page 632, I ask:
 - a. How does the government propose to grow patronage by making public transport more attractive when there were 5 million fewer trips on the Transperth network in 2016/17;
 - b. What does the government propose to do to arrest the 2016/17 decline of 140 million boardings in addition to a further decline of 0.6% for 2017/18; and
Answer (a)-(b): The Government will promote and encourage public transport patronage and continue to invest in public transport assets. The Government has committed \$500,000 in 2017/18 to immediately promote and encourage usage of Transperth services.
 - c. How does the government encourage more patrons when there is an assumption by the PTA that fares will rise above CPI by a further 2.25% in 2018/19 and by 2.5% in both 2019/20 and 2020/21?

Answer: The assumed fare increase in the forward estimates period are in line with the 2016-17 Mid-Year Review CPI forecasts as per normal practice. They reflect the need to model and set fare policy well before budget release, and do not reflect the downward revision of CPI forecasts seen in the budget.

- 3) I refer to dot point 7 listed under 'Significant Issues Impacting the Agency' on page 632, and 'Customer perception of safety - independent external surveys', listed under 'Outcomes and Key Effectiveness Indicators' on page 634; and ask:
 - a. How does the government propose to address the very poor perceptions of safety the public have regarding night time usage of bus and train stations; and
Answer: Transperth's annual Passenger Satisfaction Monitor 2017 survey shows that the level of satisfaction for security on Transperth services has remained relatively constant over the last five years with the most recent survey showing that 99 per cent of bus passengers feel safe on-board during the day, 83 per cent feel safe on-board at night, 98 per cent of passengers feel

safe at a bus station during the day and 75 per cent feel safe at a bus station at night.

For train passengers, 98 per cent of passengers feel safe both on-board and at stations during the day, 81 per cent feel safe on-board at night and 73 per cent feel safe at a train station during at night.

In the longer term, better development of station precincts will also improve perceptions of safety with more activity and passive surveillance.

- b. How many new bus and train security officers or police will be employed during 2017/18 to give the public confidence that our public transport system is safe to use at night?

Answer: Numbers of Transit Officers for the urban rail network are currently at an all-time high, with a further recruitment exercise expected to commence in early 2018. There are no expected changes to public transport security personnel numbers during 2017/18.

- 4) Regarding the tenth dot point listed under 'Significant Issues Impacting the Agency' on page 632, can the Minister explain if the new Australind rail car to be purchased will be manufactured in Western Australia. If not, why not?

Answer: The current intention is that the opportunity to supply the new Bunbury train (to replace the Australind) will be included in the procurement package with the future METRONET urban railcars. The Government aims to achieve more than 50% local content in both the metropolitan and future Bunbury train.

- 5) I refer to the table concerning Metropolitan and Regional Passenger Services on page 635 and ask why there is an increase in the number of FTEs in 2017/18?

Answer: This is mainly due to new operational staff (Drivers, Transit Officers, station staff and maintenance crews) for the operation of the Perth Stadium Transport solution and a further reduction in vacant positions.

- 6) I refer to the Thornlie Line Extension project listed under the Asset Investment Program on page 638 and ask:

- (a) Does the budget figure of \$508.2 million include land acquisition costs; and will the PTA have to pay the WAPC for land, and what would the value of this purchase be;

Answer: The budget allows for land acquisition. No decision has been made regarding WAPC held land.

- (b) Is there a value capture component to this project, what is it, and if it exists, how many developers have agreed to contribute;

Answer: As identified on page 175 of Budget Paper Number 3, the total expenditure on METRONET projects in the forward estimates period is

planned to be partially funded by Land Sales and Value Capture. This amount is not allocated specifically to any particular project.

- (c) How much federal funding will this project receive, and are funds sourced from the abandoned Perth Freight Link project;

Answer: The current assumption is that \$360m in Commonwealth funding will be contributed to the project. These funds have been reallocated from the Perth Freight Link project.

- (d) Has planning and procurement commenced and when will this project be completed;

Answer: Planning of the project is well underway. It is anticipated that procurement will commence in 2018, with construction planned to commence in 2019.

- (e) Will costs include the relocation of existing freight tracks;

Answer: Yes

- (f) What is the cost of the rolling stock and will they be manufactured in Western Australia;

Answer: The cost of rolling stock is included in the line item "Railcar Acquisition" in the Asset Investment Program. The Government has established a 50 per cent local content target for manufacturing of the METRONET railcars.

- (g) How much parking and bike storage will this project have;

Answer: Provision has been made for parking and bike storage but final numbers are subject to completion of the Project Definition Plans by the end of 2017.

- (h) How many passenger boardings are estimated;

Answer: Patronage forecasts are still being finalised as part of the process to complete the Project Definition Plan. This includes a review of potential land use and development opportunities around each station.

- (i) How much will car parking fees cost; and

Answer: Parking fees will be consistent with those incurred across all Park and Ride facilities in the Transperth system. The current rate is \$2 per day.

- (j) Will the line extension connect to the new Perth Stadium?

Answer: Yes

- 7) I refer to the Statement of Financial Position on page 645. With respect to 'employee provisions' listed under current liabilities, how much of these liabilities accounted for by leave liabilities and what is the strategy to reduce the liability?

Answer: Current leave liabilities account for \$30.6m. It should be noted that a number of staff, employed by the PTA as part of the Mandurah line in 2007, have recently completed the minimum 10 year service period, becoming eligible for their first entitlement to Long Service Leave (LSL). This leave will need to be cleared in the next 1 to 3 years.

With regard to the PTA approach to managing and reducing leave liability, most operational staff are subject to annual leave roster arrangements to ensure normal operations continue. All staff are required to comply with the PTA Leave Management policy and procedures.