

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE  
2016/17 BUDGET ESTIMATES HEARING  
SUPPLEMENTARY QUESTIONS**

**Public Transport Authority**

**Hon Ken Travers MLC asked:**

*B1) Can the PTA provide details of the most recent 2015 Canstar Blue award and previous awards.*

Answer:

Please refer to the following website link which also includes past research  
<http://www.canstarblue.com.au/travel/transport/city-trains/>



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**Hon Stephen Dawson MLC asked:**

*B2) Can the PTA/Minister provide a copy of information submitted to ASIC as part of the NRW share price hike investigation?*

Answer: The PTA has referred this question to the State Solicitors Office for further guidance and advice. A response will be provided to the Committee when available.

*B3) Can the PTA provide costing details for the closure or grade separation of the 12 highest priority level crossings across the public transport network.*

*B4) Further to Supplementary Question B3, was any traffic modelling and or safety assessments conducted for the closure or grade separations of the 12 highest priority level crossings.*

*B5) Further to Supplementary Question B3, can the PTA provide a list of the 12 highest priority level crossings that are selected for either closure or grade separation and the criteria used to determine the decision.*

Answer: As advised previously (Question On Notice No. 5258 asked in the Legislative Assembly on 17 March 2016 by Ms Rita Saffioti), the top 12 level crossings currently identified for removal through closure or grade separation are listed in the table below, along with PTA's preferred outcome for each crossing. It is emphasised that any decision on grade separation/closure will be by agreement with the road owner.

	<b>CROSSING</b>	<b>RAIL LINE</b>	<b>PTA PREFERENCE FOR REMOVAL</b>
1	Moore Street	Midland/Armada	Closure
2	Caledonian Avenue	Midland	Closure
3	Welshpool Road	Armada	Grade Separation
4	Hamilton Street	Armada	Grade Separation
5	William Street	Armada	Grade Separation
6	Wharf Street	Armada	Closure
7	Oats Street	Armada	Grade Separation
8	Mint Street	Armada	Closure
9	Jarrad Street	Fremantle	Grade Separation
10	Salvado Street	Fremantle	Closure
11	Victoria Street	Fremantle	Closure
12	Armada Road	Armada	Grade Separation



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It is important to note the concept nature of the designs undertaken, the associated high level nature of the associated cost estimates and that this work is subject to further review.

At this point in time, the State Government has made no formal decisions or commitments to remove any of the above level crossings.

The PTA considers a range of criteria in its preference for either closure or grade separation of each crossing, including:

- Future land use planning;
- Traffic volumes and subsequent impacts on access for the community;
- Costs and impact of any required land acquisition;
- Costs and impacts of required infrastructure changes;
- Potential synergies with proximate projects; and
- Impact on adjacent property owners (eg. driveway access).



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**Hon Ken Travers MLC asked:**

*B6) Can the PTA provide a list/table of planned events at Perth Stadium which will be covered under a joint ticketing arrangement.*

Answer:

<b>Event</b>	<b>Events per annum (averaged &amp; rounded)</b>	<b>Tier 1 Events</b>	<b>Tier 2 Events</b>	<b>Tier 3 Events</b>	<b>Tier 4 Events</b>
<b>Attendance</b>		45,000+	30-45,000	20-30,000	10-20,000
<b>Football (AFL)</b>	24	22	0	2	0
<b>Cricket</b>	7.5	1	1.5	5	0
<b>Other events</b>	8.5	5	2.5	0	1

**Note:** The estimated attendance represents a 'steady state' and does not take into account any 'honeymoon' period in the initial year.



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**Hon Alanna Clohesy MLC asked:**

*B7) In relation to the PTA's Agency Expenditure Review program reductions, how does the reduction in the rollout of accessible bus stops impact the PTA's ability to achieve compliance targets determined under the Disability Discrimination Act and the National Standards for Disability.*

Answer:

In 2016-17, the number of complying accessible bus stops across the State will be in the order of 4,500 representing approximately 34 per cent of all stops. Overall, the planned reduction from 600 stop upgrades per annum to 500 may add three years to the upgrade program with potentially an 18 year program from 2016 now occurring, noting that the PTA is currently working to mitigate this impact through improved procurement arrangements.



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**Hon Peter Katsambanis MLC asked:**

*B8) Can the PTA provide the cost per passenger kilometre for the top 10 and bottom 10 performing bus routes in the Perth metropolitan area and also the cost per passenger kilometre for the Route 950 Superbus.*

Answer:

Costs are not available at the individual route level, but are available for each contract area. Based upon gross contract area costs and total boardings for the month of March 2016, the top 10 and bottom 10 performing bus routes are shown below. The cost per passenger kilometre for the Route 950 Superbus is shown in the top 10 performing bus routes. Costs per passenger kilometre have been calculated exclusive of capital charges.

**Top 10 bus routes (lowest cost per passenger kilometre)**

<b>Route</b>	<b>Route Description</b>	<b>Cost per Passenger KM</b>
66	Morley Bus Station to Elizabeth Quay Bus Station via Beaufort Street; limited stops service	\$0.17
335	Ellenbrook to Midland station via West Swan Road	\$0.18
605	Pinjarra West to Mandurah station	\$0.23
586	John Tonkin College to Mandurah station via Bortolo Drive	\$0.27
101	Canning Bridge Station to Curtin University	\$0.29
950	Morley Bus Station to QEII Medical Centre via Beaufort Street, Perth and the University of Western Australia	\$0.29
100	Canning Bridge Station to Cannington Station via Curtin University	\$0.29
297	Kalamunda Bus Station to Midland station via Gooseberry Hill Road	\$0.29
279	Maddington Central to Kalamunda Bus Station via Maddington station	\$0.30
885	Roe Street Bus Station to Edith Cowan University Mount Lawley Campus via Fitzgerald Street	\$0.31



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**Hon Alanna Clohesy asked:**

*B9) Can the PTA advise what changes including any reduction of services or frequencies from other bus services were undertaken to accommodate the future Route 960 bus service.*

Answer:

The following changes to other bus services will occur:

- The Route 960 bus service will completely replace Routes 885 (Perth to Edith Cowan University Mt Lawley) and 888 bus services (Perth to Mirrabooka Bus Station).
- The Route 886 bus service will be renumbered to the Route 360 bus service with no reduction in the number of trips operating.
- The Route 887 bus service will be renumbered to the Route 361 bus service with no reduction in the number of trips operating.
- The Route 889 bus service will be renumbered to the Route 362 bus service with no reduction in the number of trips operating.
- The Routes 360, 361 and 362 bus services will undergo a minor change to their stopping pattern. These stopping pattern changes are based on a need to speed up journey times and prioritise passengers travelling from the outer North Eastern suburbs who already have a longer journey to the CBD.

Given that the Route 960 bus service will operate at frequencies higher than Routes 885 and 888 bus services, there is no degradation in the level of service provided at a route level, however, bus stops 12806, 12831, 12801 and 12836 will experience a lower level of service, commensurate with the level of patronage recorded.



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**Hon Samantha Rowe MLC asked:**

*B10) Can the PTA provide a list of properties / land owners that have been paid compensation for the compulsory acquisition of their properties as a result of the Forrestfield-Airport Link, including the amount they were compensated and if any claims are currently outstanding.*

Answer:

The PTA is not in a position to disclose the financial value of compensation paid to Forrestfield-Airport Link land owners, as this process is ongoing, subject to negotiation with individual land owners and their legal representatives and in any case is confidential in nature. The list of the properties who have been paid compensation and a summary of outstanding claims is as follows:

<b>Property</b>		<b>Advanced Payment made for Partial Discharge of Claim</b>	<b>Outstanding Claim</b>
20 Ibis Place		Yes	Yes
2 Sultana Road West		Yes	Yes
6 Sultana Road West		Yes	Yes
14 & 18 Sultana Road West, 7, 11 and 15 Imperial Street and 249 Dundas Road		Yes	Yes
31 Sultana Road West		Not at this time	Yes
90 Milner Road		Not at this time	Yes





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**Hon Ken Travers MLC asked:**

*B11) Can the PTA please advise the details of the elevator reliability at Butler station and the reasons for the recent elevator disruptions.*

Answer:

There are 2 elevators at Butler station which were both installed by Schindler. The elevators were also maintained by Schindler for a 2 year warranty period, however the PTA was not satisfied with the suppliers' performance as causes for the faults were not being established.

Once the warranty period expired in February 2016, the PTA changed suppliers to ThyssenKrupp. ThyssenKrupp analysed the elevator failures and found 2 faults with elevator 1. Although intermittent in nature, it had contributed to 8 of the 9 failures in the last 6 months.

Recently, the programming software for the lift was rewritten to correct an error in the programming. Some minor delays were due to ThyssenKrupp needing to source an updated version of the software from the former maintainer Schindler.

With respect to elevator 2, there were 6 failures in the last 6 months, 3 of which were caused by anti-social behaviour and vandalism with the doors being knocked off their tracks and the safety detector edges being broken. The other 3 failures were caused by overheating of the elevator shaft which in turn caused the circuit boards to fail. The boards have been replaced and the shaft's ventilation improved.

The PTA is continuing to work with ThyssenKrupp to increase the reliability of the elevators to establish an average time between failures of no less than 60 days by December 2016 and 100 days by December 2017 (a global standard of measurement for lift reliability).

Over the last 6 months, the overall service reliability of elevator 1 was 90.65 per cent and elevator 2, 97.22 per cent.



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**Hon Stephen Dawson MLC asked:**

*B12) Can the PTA advise why the extension to the Route 450 bus service to East Landsdale was delayed and when it is scheduled to commence.*

Answer:

The extension was delayed because the terminus is currently under construction which will enable the extension of the Route 450 bus service deeper into Landsdale providing more convenient public transport access for residents of the Corimbia Estate. It is envisaged an extension to the Route 450 bus service will occur in the latter part of 2016.

