

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE
2016/2017 BUDGET ESTIMATES HEARING
ADDITIONAL QUESTIONS

Public Transport Authority

The Hon Alanna Clohesy MLC asked -

- 1. How many and which bus services have been cut in order to introduce and increase frequency of the 870 bus route, (including route 354) and detailed breakdown of what variations were made to those services?*

Answer:

Transperth has no plans to increase the frequency of the Route 870 bus service. Transperth plans to replace the Route 870 Limited Stops bus service the new SuperBus Route 970.

Earlier this year, Transperth commenced a community consultation process which proposed to withdraw the Route 354 bus service and replace it with the new Route 384 bus service which operates at a lower frequency, over a different route via Nollamara Shopping Centre and Wanneroo Road to Perth. The frequency proposed is in response to the patronage performance of the Route 354 bus service and accounts for the fact that most patronage recorded on Route 354 bus service today will be served directly by the new SuperBus Route 970. The proposed frequency is:

- Every 15 minutes in peak.
- Every 30 minutes off peak.
- Every 30 minutes on Saturday.
- Every 60 minutes on Sunday.
- Every 60 minutes at night.

- 2. Please provide a detailed breakdown of variations made to the Routes 320, 321 and 328 bus services.*

Answer:

Earlier this year, Transperth withdrew the Midland bound Routes 320, 321 and 328 bus services from Old York Road, Greenmount, due to safety concerns associated with right turn movements onto Great Eastern Highway. Buses bound for Midland now operate westbound along Great Eastern Highway avoiding the requirement for buses to make the unprotected right hand turn from Old York Road (west leg) onto the Great Eastern Highway.

Eastbound services from Midland station were unaffected by the change and continue to operate along Old York Road.

There has been no reduction in the number of trips operating in either direction on either of the 3 routes.



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3. *Have alternatives for changes to these bus routes services (320, 321, 328) been provided for people who cannot walk more than 500 metres to the new stops?*

Answer:

Transperth appreciates that as result of this necessary change, some passengers are required to walk further than the desirable 500 metres to alternative stops. Transperth attempted to site additional bus stops on Great Eastern Highway to reduce the walking distance for affected passengers, however due to the high speed nature, curvature of the road and the high proportion of heavy vehicles traversing this area, none could be positioned without further compromising both bus and waiting passenger safety.

4. *How many new coaches will be built from the \$16 million allocation?*

Answer:

23.

5. *Will these be built in WA?*

Answer:

No, the chassis is manufactured in Sweden by Volvo and then sent to Brazil where the body is assembled by Irizar. Some body components are also fitted in Melbourne and Perth.

6. *Will the three car railcar sets the Government is ordering be manufactured in WA?*

Answer:

In accordance with the current supply contract, passenger seating and interior window filming is supplied in WA. The final fit out and commissioning of the railcars is also completed in WA and railcar maintenance is then undertaken locally.



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The Hon Ken Travers MLC asked:

1. *Does the PTA still support the 2012 submission to Infrastructure Australia seeking funding for the early provision of a Railway to Yanchep?*

Answer: Yes.

2. *If no, why not?*

Answer: Not Applicable.

3. *Does the PTA still agree that the early provision of a railway to Yanchep by 2020 will;*

(a) Improve sustainable transport options for the north-west development corridor of Perth; and

(b) Support high density housing developments and local employment creation in order to create sustainable urban forms focused on public and active transport modes?

Answer:

(a-b)

The PTA agrees that an extension of the Joondalup line from Butler to Yanchep would improve sustainable transport options for Perth's north-west development corridor and subject to planning schemes, approving authorities and commitment from developers is most likely to support higher density urban development and local employment creation.

4. *If no, why not?*

Answer: Not Applicable.

5. *What will be the impact on traffic volumes for roads in the north west corridor if the railway is not built until 2025 in a business as usual scenario?*

Answer:

Detailed traffic modelling has not been undertaken.



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The Hon Ken Travers MLC asked:

6. *Has any modelling been done on traffic volumes on roads under the two scenarios of early provision and business as usual for a railway to Yanchep?*

Answer:

The PTA has not undertaken any traffic modelling for the early provision and business as usual scenarios, for a railway to Yanchep.

7. *If yes, please provide details of the traffic volumes under the different scenarios?*

Answer:

Not Applicable.

8. *What is the estimated cost for the additional road projects that will be required if the railway to Yanchep is not built until 2025?*

Answer:

The PTA is not aware of any additional road project costs associated with the railway not being built until 2025.

9. *Why has the Government not proceeded with their transformational project to extend the Railway to Yanchep by 2020?*

Answer:

The Government must remain fiscally responsible and balance competing priorities within and across portfolios. This is particularly important given the current economic climate.

10. *Did the former Minister for Transport approve the construction of a railway to Yanchep by 2023 in February 2014?*

Answer:

The construction of a railway requires passing of an enabling act through Parliament which remains the domain of the Government. To date the PTA has received no approval by Government to extend the railway from Butler to Yanchep.



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11. *If yes, is this still Government policy?*

Answer:

Please see the response to Question 10.

12. *If no, why not?*

Answer:

Not Applicable.

13. *Has the Yanchep Beach Joint Venture offered to make a contribution valued at \$200 million triggered by a commitment from the Government to deliver rail to Yanchep by an agreed date?*

Answer:

While discussions have occurred between Yanchep Beach Joint Venture (YBJV) and the PTA, they are commercial in nature and the PTA is not in a position to publically disclose the details of these discussions.

14. *If yes, what was included in the contribution of \$200 million?*

Answer:

Please refer to the response provided at Question 13.

15. *Why has the Government not accepted this offer?*

Answer: Discussion between YBJV, the Department of Transport and the PTA are ongoing and remain commercially sensitive. The PTA continues to develop a Project Definition Plan for the extension of the rail from Butler to Yanchep.

