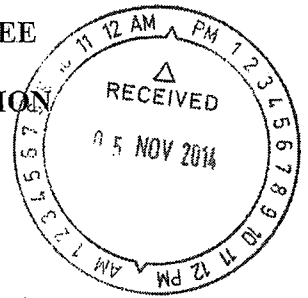


**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**  
**QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION**

**Public Transport Authority**

**PUBLIC**

7/11/14



Hon Ken Travers MLC asked –

1. I refer to page 5 the following comments in the Managing Directors overview, which states “we believe several other factors played a part. There was a spell of unusually inclement weather between July and September last year- a factor that we believe impacts some passenger's decisions about whether to take public transport or make other arrangements. More significantly, there were some economic factors.”

I also refer to page 40 of the Annual Report, which states, "There has been less discretionary travel on our system. FamilyRider and DayRider use is down. This suggests that some passengers may have less disposable income and are choosing to stay at home or are at least being more measured in their amount of leisure activity", and ask –

*a) Did the PTA undertake any analysis to determine if overcrowding of railcars played any role in the reduction in passenger numbers?*

Answer: Yes

*b) If yes, what was the outcome of the analysis and will you provide a copy to the Committee*

Answer: The latest Passenger Satisfaction Monitor results showed that just 33 respondents out of 980 rail passengers surveyed mentioned overcrowding was an issue. There have been 7 x 3 new railcar sets introduced onto the network since December 2013, providing more capacity. The PTA believes that the factors identified on Page 40/41 of the Annual Report were the key reasons for the downturn in patronage.

*c) If no, why not?*

Answer: Not Applicable.

*d) Did the PTA undertake any analysis to determine if the increase in fares well above the rate of inflation over recent years played any role in the reduction in passenger numbers?*

Answer: Yes

## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION

#### Public Transport Authority

*e) If yes, what was the outcome of the analysis and will you provide a copy to the Committee*

Answer: Every year when the Public Transport Authority increases fares, it applies an elasticity factor which relates price increase to patronage sensitivity. Given that the PTA patronage estimates already take account of any patronage loss as a result of fare increases, the PTA believes that the factors identified on Page 40/41 of the Annual Report were the reasons for the downturn in patronage.

*f) If no, why not?*

Answer: Not applicable

*g) Did the PTA undertake any analysis to determine the number of service disruptions played any role in the reduction in passenger numbers?*

Answer: Yes

*h) If yes, what was the outcome of the analysis and will you provide a copy to the Committee*

Answer: The PTA has determined that on a comparative basis with the previous financial year, there were approximately 1.1 million fewer boardings during the major Perth City Link project rail shut downs. It should be noted that significant efforts went into planning and operating rail replacements services for which the PTA received many positive accolades and feedback. It is impossible to accurately assess this impact because of the other factors outlined on Page 40/41 of the Annual Report.

*i) If no, why not?*

Answer: Not applicable.



## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

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#### Public Transport Authority

2. I refer to page 36 of the Annual Report and the introduction of paid parking at train stations, and ask –

*a) What issues have there been with the technology?*

Answer: There have been some minor time delays in the transfer of transaction information, people failing to register their vehicles and/or people making errors when registering their vehicles.

*b) Have they been addressed?*

Answer: Yes

*c) How many infringements have been cancelled and what were the reasons for the cancellations?*

Answer: Since the implementation of paid parking on 1 July 2014 until 13 October 2014, there has been a total of 1,273,941 paid parking transactions. There was 3,221 infringements issued for failing to pay the prescribed parking fee during this time period. 1,118 of these parking infringement notices were subsequently withdrawn under appeal.

Paid parking infringements have been withdrawn for the following reasons:

- Poor integrity of data, such as customers having recorded their vehicle licence plate number details incorrectly against their Smartparker account.
- For customers with several vehicles registered against their Smartparker account, having a different vehicle to that which they were driving for the day nominated as the 'active' vehicle on their Smartparker account.
- Having incorrectly displayed a cash purchased parking ticket, the details of which were not able to be readily viewed by the Parking Attendant.
- Customer's unfamiliarity with the overall requirements and processes associated with paid parking.

*d) Does PTA record the average daily number of motor cycles parking at train station?*

Answer: This information is not captured by the PTA.



**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

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**Public Transport Authority**

*e) If yes, what was it in 2013/14?*

Answer: Not applicable

*f) Has there been any change since the introduction of paid parking for motorcycles?*

Answer: This information is not captured by the PTA.



## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION

#### **Public Transport Authority**

3. I refer to page 36 of the Annual Report and your work to ensure the provision of public transport for special events and the promotion of integrated ticketing, and ask –

*a) How does a person using an integrated ticket to travel on a train to an event use Smartparker to pay for the parking at the train station?*

Answer: On special event days, passengers are still required to pay for parking (where these occur on weekdays) and can use SmartParker or the cash parking vending machine as per normal.

*b) Are they required to tag on with their Smartrider to avoid being penalised the next day?*

Answer: Passengers are not required to tag on with their SmartRider on the day of the special event.

*c) Is the customer then charged a fare for travelling on the train?*

Answer: On special event days, passengers are able to use their event ticket to travel on the public transport system. They are not separately charged for their public transport journey.



**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**  
**QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION**

**Public Transport Authority**

4. I refer to page 40 of the Annual Report, and ask –

*a) How many of the Total initial boardings in 2013/14 are estimated to have been on*

*1) Free Transit Zone (FTZ) services, and*

Answer: 4,999,900.

*2) Central Area Transit (CAT) services in*

*i. Perth;*

Answer: 8,510,000.

*ii. Fremantle;*

Answer: 965,300.

*iii. Joondalup; and*

Answer: 438,100.

*iv. Midland Shuttle service.*

Answer: 66,400.

*b) What was the estimated initial boardings in 2013/14 on –*

*1) Red CAT, 2) Blue CAT, 3) Yellow CAT, 4) Green CAT*

Answer:

The 2013-14 CAT patronage estimates use the following passenger counts as 'a base':  
2011 Perth CAT passenger count:

Red CAT 4,057,300.

Blue CAT 1,454,000.

Yellow CAT 2,078,500.

Total: 7,589,800.

From that point until the next passenger count, overall system patronage data is used to annually redefine the Free Transit Zone and CAT passenger counts. It should be noted that the Green CAT service was introduced on 1 July. The total estimate of Perth CAT boardings for 2013-14 was therefore set at 8,510,000. The PTA recently undertook a passenger count survey for the Perth CAT services and this data will be available in December 2014.



## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION

#### Public Transport Authority

5. I refer to page 46 and note the increase in bus on-time running from 75.1 to 81.2 per cent, and ask

*a) Does the PTA ever expect to return to the long standing target of 85% of on-time running for buses?*

Answer: The on-time running target is currently 80 per cent noting that bus services are affected by road congestion, road works and closures. Nevertheless, the PTA remains confident that the 85 per cent target will be re-achieved in future years when works affecting the CBD are finalised, the Perth Busport is commissioned and further bus priority measures are introduced.

*b) When does the PTA expect to provide on-time running data on its new website?*

Answer: late 2014.

*c) What percentage of buses met the on-time target of 4 minutes during peak times?*

Answer: 77.9 per cent of service trips operating between 7am and 8.59am or 3.30pm and 6pm on weekdays in 2013-14 met the on-time target.

*d) What percentage of trains met on-time targets of 4 minutes during peak times?*

Answer: 91.6 per cent in the 2013-14 financial year.

*e) What were major arterial road works which impacted adversely on bus service on-time running during 2012-13 financial year?*

Answer:

1. Great Eastern Highway – City East Alliance Tonkin Highway to Orrong Road including Hardey Road.
2. Elizabeth Quay Project William Street, Esplanade, Barrack Street and dedicated Kwinana Freeway bus lanes between the Narrows Bridge and the Esplanade Busport.
3. Wellington Street between Milligan Street and William Street - Water Corporation.
4. South Street and Murdoch Road Intersection – Fiona Stanley Hospital project.
5. William Street Enhancement Project between St Georges Terrace and Wellington Street.
6. Hale Street Perth – Metropolitan Redevelopment Authority project.
7. Alexander Drive Dianella.
8. Beaufort Street – Bulwer Street to Newcastle Street and Bulwer Street to Aberdeen Street.
9. St Georges Terrace between Barrack Street and William Street.



## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION

#### Public Transport Authority

6. I refer to page 49 of the Annual Report and the proposal to introduce the new Route 930 between Esplanade Busport and Perth Airport Terminals T1 and T2, and ask –

a) What impact is it expected to have on the Perth Airport Shuttle bus that allows people to connection via the internal shuttle to T1 and T2?

Answer: The Perth Airport Shuttle is a commercially operated bus service for Perth Airport. Transperth has not assessed the impact on this service.

b) Does the patronage modelling for this service expect to carry any passengers who will use the internal airport Connect shuttle to reach terminal T3 and T4?

Answer: Transperth patronage modelling for the Route 930 is at an overall/system level; while some passengers may transfer to or from the airport internal shuttle, the number is not anticipated to be significant. The Route 930 has been prioritised for introduction based on requests from the community for improved transport access to the T1 and T2 terminals. Route 37 and 40 will continue to service the T3 and T4 area.

c) What is the estimated frequency of this bus service?

Answer: The route is anticipated to primarily operate every 30 minutes during the day with a 60 minute frequency later in the evening.

d) What is the estimated daily passenger boardings on this service?

Answer: Transperth anticipates an average of approximately 1,100 total boardings per day, including transfers.

e) What is the estimated number of daily trips generated by this service?

Answer: Transperth anticipates an average of approximately 770 initial passenger boardings (equates to trips) per day. This number has been estimated based on average loadings across the network.

f) What is the estimated annual boardings on this service?

Answer: Approximately 300,000 annual initial boardings.





## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION

#### Public Transport Authority

*7. I refer to page 50 of the Annual Report and the comment "Worked with stakeholders to integrate proposed rail station precincts with planned town and city developments (most notably at Yanchep) in planning to extend the Joondalup Line from Butler to Yanchep, and to extend the Thornlie Line to Cockburn Central", and I ask –*

*a) What did this work involve?*

Answer: The work involved engagement and consultation with stakeholders, including state and local government authorities as well as local developers where appropriate to identify current and future land use plans and ensure that proposed railway infrastructure, including the rail corridor alignment and station locations are integrated with adjacent land use.

*b) What was the cost of the work?*

Answer: This type of work is undertaken as part of the normal internal PTA planning processes and cannot be assigned a specific cost.

*c) What was the outcome of the work?*

Answer: To date, the work has helped to ensure the best integration of future land use development and transport infrastructure. This work helps to contribute to a project definition plan for future consideration by Government.

*d) Are there now plans agreed with stakeholders for the precincts around each station on these proposed extensions?*

*e) If yes, will you table?*

Answer to (d) and (e):

Current proposals are presented in published planning documents including relevant Structure Plans and Sub-Division Plans. Further details will be made publicly available as part of normal planning processes, as this detail is investigated and agreed to between the PTA and other stakeholders.



## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION

#### Public Transport Authority

8. I refer to page 50 of the Annual Report and the "Preparation of draft PDPs to extend the railway from Butler to Yanchep and from Thornlie to Cockburn Central", and ask –

a) *Why are they only drafts?*

Answer: The development of the documents to date is limited, but sufficient enough for internal circulation to the PTA's senior management team to inform them of the progress to date, for review and to seek comments to allow the documents to be progressed to a more advanced stage.

b) *Did the PTA or Department of Transport submit a business case to the Minister for Transport for the;*

i. *Butler to Yanchep extension; and*

Answer: No.

ii. *Thornlie to Cockburn extension?*

Answer: No. .

c) *If yes, on what date was it submitted?*

Answer: Not applicable

d) *If no, what has been provided to the Minister for Transport?*

Answer: Ministerial advice to date has been confined to the contents of briefing notes, draft project submissions to Infrastructure Australia and occasional related issues discussed verbally at meetings with the Minister.



## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION

#### Public Transport Authority

9. I refer to page 50 of the Annual Report, and ask –

a) What is the latest estimated number of daily passenger boardings for the following projects:

i. Butler to Yanchep extension;

Answer: Patronage figures have not yet been finalised and are still under review but will be included in the Project Definition Plan when it is completed.

ii. Thornlie to Cockburn extension;

Answer: Patronage figures have not yet been finalised and are still under review but will be included in the Project Definition Plan when it is completed.

iii. Rapid transit bus to Ellenbrook;

Answer: The patronage estimates for a high frequency bus service with priority lanes to Ellenbrook are in the order of 8,000 to 9,000 trips per day (combined direction) by 2031.

iv. MAX light Rail; and

Answer: This information forms part of a Cabinet submission which is yet to be considered by Government and therefore will not be released.

v. Train line to Ellenbrook?

Answer: The PTA is currently assessing possible long-term options for servicing Ellenbrook, the population catchment will vary between the options considered. Station locations have not been determined.

b) What is the latest estimated number of daily trips generated for the following projects:

i. Butler to Yanchep extension;

Answer: Please see the answer provided to part 9 a) i.

ii. Thornlie to Cockburn extension;

Answer: Please see the answer provided to part 9 a) ii.

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**  
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**Public Transport Authority**

*iii. Rapid transit bus to Ellenbrook;*

Answer: The patronage estimates for a high frequency bus service with priority lanes to Ellenbrook are in the order of 8,000 to 9,000 trips per day (combined direction) by 2031.

*iv. MAX light Rail; and*

Answer: This information forms part of a Cabinet submission which is yet to be considered by Government and therefore will not be released.

*v. Train line to Ellenbrook?*

Answer: The PTA is currently assessing possible long-term options for servicing Ellenbrook, the population catchment will vary between the options considered. Station locations have not been determined.

*c) What is the latest estimated cost for the following projects:*

*i. Butler to Yanchep extension;*

Answer: Final cost estimate figures will be part of a completed Project Definition Plan that will be submitted to the Government for its consideration.

*ii. Thornlie to Cockburn extension;*

Answer: Please see the answer provided to part c) i.

*iii. Rapid transit bus to Ellenbrook;*

Answer: Alternative options for delivery of bus priority measures are currently being investigated.

*iv. MAX light Rail; and*

Answer: This information forms part of a Cabinet submission which is yet to be considered by Government and therefore will not be released.



## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION

#### Public Transport Authority

##### *v. Train line to Ellenbrook?*

Answer: A prefeasibility study for the PTA in 2009, estimated a cost range (in 2009 dollar values) at:

- \$630m to \$950m for a railway direct to Bassendean station; and
- \$720m to \$1,100m for a railway to Bayswater via Reid and Tonkin Highways.

This cost would now need to be escalated but in addition, consideration would need to be given as to whether the train line can be serviced in terms of train capacity .

##### *d) What is the latest estimated Benefit Cost Ratio for the following projects:*

###### *i. Butler to Yanchep extension;*

Answer: A Benefit Cost Analysis will be included as part of the business case in the Project Definition Plan when it is submitted to the Government for consideration.

###### *ii. Thornlie to Cockburn extension;*

Answer: Please see the answer provided for part d) i.

###### *iii. Rapid transit bus to Ellenbrook;*

Answer: A benefit cost ratio is yet to be developed for bus priority measures to Ellenbrook.

###### *iv. MAX light Rail; and*

Answer: This information forms part of a Cabinet submission which is yet to be considered by Government and therefore will not be released.

##### *v. Train line to Ellenbrook?*

Answer: There has been no recent Benefit Cost Analysis developed and it would be developed as part of a Project Definition Plan when the Transport portfolio determines the best method for rapid transit for Ellenbrook.



## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION

#### Public Transport Authority

*10. I refer to page 50 of the Annual Report and the preparation of priority listing for the closure or grade separation of level crossings on the suburban rail network, and ask –*

*a) Has the priority list been completed?*

Answer: A draft list has been completed by the PTA.

*b) If yes, will you table it?*

Answer: No, it would be premature to release this list. This work requires further engagement with key stakeholders including state and local government authorities prior to being made publicly available.

*c) If no, when is it expected to be completed?*

Answer: Time to complete the work is subject to engagement with stakeholders.

*d) Does the list include all level crossings on the suburban network?*

Answer: Yes, the work considers all existing level crossings on the suburban network.

*e) Which level crossings have been identified for closure?*

Answer: It would be premature to identify which ones are planned to be closed versus grade separated by way of a bridge or subway.

*f) What grade separation will replace each level crossing?*

Answer: Grade separation solutions will be unique to each crossing location depending on a range of issues including land availability, adjacent land use and development and impacts to road/rail infrastructure. The preferred solution for each crossing will be based on appropriate levels of investigation and design.



## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION

#### Public Transport Authority

*g) Will there be a similar list for the freight rail network in the Perth Metropolitan area?*

Answer: The draft Perth Freight Transport Network Plan and draft Moving People Network Plan have identified a number of priority locations for grade separation based on current and future anticipated vehicle and freight train movements. Lloyd Street in Midland was identified as top priority and this is currently under construction. Nicholson Road in Canning Vale has been identified for immediate funding. A further three were identified for further investigation and construction before 2023.

*h) Will there be a similar list for the freight rail network in the regional WA?*

Answer: No grade separation priority program has been identified by the Department of Transport (DoT) for regional Western Australia. It should be noted that grade separations in regional areas are usually driven by major road projects which change traffic dynamics or are needed to support increased traffic volumes in a particular location.



**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**  
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**Public Transport Authority**

*11. I refer to page 50 of the Annual Report, and ask –*

*a) Has the review/derivation of rail patronage to 2031 and beyond been completed?*

Answer: No, this is a work in progress.

*b) If yes, what was the outcome and will the Minister please table it?*

Answer: Not applicable.

*c) If no, when is it expected it will be completed?*

Answer: Long-term patronage estimates are always a work in progress however with the model that is being developed, a clear set of future patronage estimates which could be publically released are expected to be completed in 2015.

*d) Has an ultimate capacity of the existing systems been determined?*

Answer: No

*e) If yes, what was the outcome and will the Minister please table it?*

Answer: Not applicable

*f) If no, when is it expected it will be completed?*

Answer: Please see the answer provided at part (c).

*g) Has a forecast of future infrastructure and rolling-stock requirements been completed?*

Answer: Further to the answer provided in part (a) and (c), at various future points the current long-term patronage projections at a given point will need to be used to make investment decisions.

*h) If yes, what was the outcome and will the Minister please table it?*

Answer: Not applicable.

*i) If no, when is it expected it will be completed?*

Answer: 2015.





## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

### QUESTIONS ON NOTICE SUPPLEMENTARY INFORMATION

#### Public Transport Authority

*12. I note the Annual Report refers to "Support of the business case and PDP for the Forrestfield-Airport Link (FAL) project", and ask if PTA was only supporting who had primary responsibility for the preparation of these documents? And ask –*

*a) Will the Minister provide a copy of the full Project Definition Plan and business case for the Forrestfield-Airport Link to the Committee?*

Answer: The Project Definition Plan and Business Case undertaken for the Forrestfield-Airport Link project formed part of the Cabinet submission recently considered by Government and therefore will not be released at this time.

*b) Will the Minister identify those sections of the plan and business case that are commercial in confidence and should remain private? If no, why not?*

Answer: Please see answer provided to part (a).

*c) Can the Minister provide a list of the benefits of the Forrestfield-Airport Link identified in the PDP or business case and the value assigned to them? If no why not?*

Answer: Please see answer provided to part (a).

*d) What was the scope of work which was used to estimate the cost for the PDP and/or business case?*

Answer: Please see answer provided to part (a).

*e) Will the Minister table a copy of the assessment of patronage demand undertaken for the Forrestfield-Airport Link? If no why not?*

Answer: The patronage modelling undertaken for the Forrestfield-Airport Link project formed part of the Cabinet submission recently considered by Government and therefore will not be released. However, I do refer the Committee to the answer provided to Ken Travers MLC in Parliament of 20 August 2014 to Question 835 regarding this matter.

*f) What are the optimal station locations and requirements for each of the three proposed stations on the Forrestfield-Airport Link?*

Answer: The chosen station locations, with their respective bus connection and park and ride facilities, support the anticipated catchment areas and passenger modes.

*g) What work was undertaken to assess the geotechnical conditions of possible routes for the Forrestfield-Airport Link?*

Answer: Site investigations and material sampling to identify ground geology and water table locations.

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**  
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**Public Transport Authority**

*h) What routes were assessments made?*

Answer: Potential routes between Bayswater and Forrestfield.

*i) What was the cost of this work?*

Answer: \$719, 952.66 including GST.

*j) Does the business case include the cost of a grade separation at Moore Street in Perth?*

Answer: No. Please also refer to the answer provided at Question 10 part (e).

*k) If no why not?*

Answer: Because it is not part of the project scope.

*l) Does the business case include the impacts of closing the level crossing at Moore Street in Perth?*

Answer: No. Please see the answer provided at part (j).

*m) If yes what was the estimated impact?*

Answer: Not applicable

*n) If no, how was an accurate BCR determined for this project?*

Answer: The BCR was based on the scope of the Forrestfield-Airport Link project.

*o) Does the business case include the cost of purchasing a new depot to store the railcars that need to be purchased to enable the FAL to operate?*

Answer: No.

*p) If no -  
i. why not; and*

Answer: A stand-alone depot is not included in the scope of works. The railcars required to operate the Forrestfield-Airport line will be stowed at existing depots noting that the PTA has also now determined it will stow a small number of railcars adjacent to Forrestfield station..

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**  
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**Public Transport Authority**

*ii. how was an accurate BCR determined if this cost is not included?*

Answer: Please see answer provided to part p) i.

*q) What alternative options were considered in developing the business case for the FAL'?*

Answer: Please see answer provided to part (a).

*r) What was the estimated cost of the alternatives considered?*

Answer: Please see answer provided to part (a).

*s) What were the estimated benefits of the alternatives considered?*

Answer: Please see answer provided to part (a).

*t) Can you please provide a breakdown of the benefits of the alternatives considered and their estimated value by categories used in the business case?*

Answer: Please see answer provided to part (a).

*u) Were any alternative routes for a tunnel to Perth Airport considered as part of the development of a business case?*

Answer: Please see answer provided to part (a).

*v) If yes what routes were considered and did they provide increased opportunities for urban consolidation?*

Answer: Please see answer provided to part (a).

*w) If no why not?*

Answer: Please see answer provided to part (a).

*x) What is the estimated cost per meter to construct just the tunnel?*

Answer: Please see answer provided to part (a).

