

ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

QUESTIONS ON NOTICE - FURTHER CLARIFICATION

Wednesday, 10 December 2014

Public Transport Authority

Question No A1

*During the course of the hearing the Hon Ken Travers MLC questioned the Director General on the Public Transport Authority's rail patronage. The honourable Member then asked the following question;*

*Could the Public Transport Authority provide passenger modelling for the Forrestfield-Airport Link project?*

*The Director General replied as follows,*

*The patronage analysis undertaken for the Forrestfield-Airport Link project formed part of the Cabinet submission recently considered by Government and therefore cannot be released at this time*

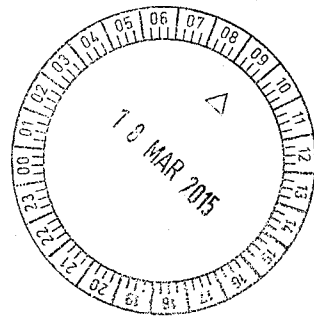
*The response provided by the PTA suggests that this information is subject to Cabinet Confidentiality. The Committee acknowledges that documents which reveal or record the deliberations of Cabinet are confidential and cannot be disclosed. The Committee draws the Minister's attention to the passage in Odgers' Australian Senate Practice, 12th Edition, p 472 which reads,*

*The claim is often loosely made that 'cabinet documents' are immune from production in the courts is not supported by recent judgments. Only documents which record or reveal the deliberations of cabinet are immune*

*The Committee requests the Minister provide a copy of the patronage analysis document undertaken for the Forrestfield-Airport Link project. If the Minister believes the document is subject to Cabinet Confidentiality, the Committee requests the Minister explain how specifically the patronage numbers reveal the deliberations of Cabinet.*

Answer:

The patronage analysis/documentation contained within the Forrestfield-Airport Link Project Definition Plan formed part of Cabinet deliberations which resulted in the Cabinet Submission on this major Government investment being approved by Cabinet. As acknowledged by the Estimates Committee, documents produced for Cabinet deliberation are confidential and cannot be disclosed.



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## ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE

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#### Public Transport Authority

*Question No A5.*

*The Hon Rick Mazza MLC asked the Director General the following question;*

*Could the Public Transport Authority provide a full list of items under section 18 page 143 of the Annual Report regarding income from State Government and the operating subsidy contributions in 2013-14?*

*The Director General's response only partly answered the Honourable Members question. The Committee requests the Minister to provide a cost break down of each item listed in the Director General's answer.*

Answer:

The Public Transport Authority (PTA) operating subsidy increased by \$65.930m from \$646.521m (2012-13) to \$712.451m (2013-14).

This increase was due mainly to:

- increased payments to bus contractors due to escalation of labour costs, CPI and fuel prices (\$26m).
- increased payments to bus contractors for additional bus service kilometres (\$9.3m).
- increased interest costs on PTA borrowings (\$6.5m).
- escalation of salary costs (\$5.4m).
- increased operating subsidy to fund contamination remediation on the former Three Sisters service station site in Gosnells (\$5m).
- increased contract costs due to escalation (\$4.2m).
- increased operating subsidy to offset decreased Transperth fare revenue (\$4.2m).
- increased operating subsidy to fund repairs to railcars (\$2.7m).
- increased fuel price and fuel additive costs (\$1.8m).
- increased operating subsidy to offset decreased Transwa revenue (\$0.8m).

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### QUESTIONS ON NOTICE - FURTHER CLARIFICATION

Wednesday, 10 December 2014

#### Public Transport Authority

##### *Question No A12*

*On page 9 of the transcript the Hon Ken Travers MLC questioned the Director General on the Public Transport Authority's investigation of land evaluations of private land surrounding the proposed Forrestfield train station. The Honourable Member specifically asked the Director General if the PTA was going to purchase any of the properties. On page 23 of the transcript the Honourable Member then asked the following question;*

*Could the Public Transport Authority provide details on all land evaluations undertaken as part of the Forrestfield-Airport Link Project, specifically in the vicinity of the Forrestfield station?*

*The Director General's response was as follows;*

*Valuation have been undertaken as follows:*

*14 properties on Ibis Place,  
Saltana Road West,  
3x Properties on Imperial Street,  
1x property on Dundas Road,  
and Milner Road, High Wycombe*

*The Committee requests the Minister to provide the Committee with further details of the individual evaluations, including the lot number of each location and the reason a valuation was undertaken for each location*

Answer:

The properties listed below which have had a valuation undertaken are all required for the station infrastructure including parking or for the tunnel construction activities:

- 20 Ibis Place, High Wycombe.
- 11 Sultana Road West, High Wycombe.
- 2 Sultana Road West, High Wycombe.
- 6 Sultana Road West, High Wycombe.
- 10 Sultana Road West, High Wycombe.
- 14 Sultana Road West, High Wycombe.
- 18 Sultana Road West, High Wycombe.
- 22 Sultana Road West, High Wycombe.
- 15 Imperial Street, High Wycombe.
- 11 Imperial Street, High Wycombe.
- 7 Imperial Street, High Wycombe.
- 249 Dundas Road, High Wycombe.
- 10 Ibis Place, High Wycombe.
- 90 Milner Road, High Wycombe.

**ESTIMATES AND FINANCIAL OPERATIONS COMMITTEE**

**QUESTIONS ON NOTICE - FURTHER CLARIFICATION**

**Wednesday, 10 December 2014**

**Public Transport Authority**

*Question No A13*

*On page 26 of the transcript the Hon Ken Travers MLC questioned the Director General on the Public Transport Authority's application of matting at the Butler train yards. The Honourable Member then asked the following question;*

*Why, in light of the fact that your first report recommended matting to be laid over a longer distance than you ultimately laid it over, did you not put the matting the whole distance to minimise the impact on surrounding residents in Butler? the very original report recommended that you put in a lot more matting than the one you then got; you then got a subsequent report that recommended less matting, and you have put in a little bit more than that, but it is still not as much as was recommended in the initial report you got*

*The Director General replied as follows,*

*The detailed modelling contained in the Northern Suburbs Railway Noise, Vibration & Light Management Plan (October 2010) which superseded the high level report prepared in 2006 recommended ballast matting is used for 650 metres west of the freeway reservation. The project placed ballast matting for 850 metres*

*The Committee resolved that the response provided by the Director General did not answer the Honourable Members question. The Committee requests the Minister provide to the Committee reasons why the 2010 report did not recommend the same area to be covered as the original report*

**Answer:**

The report prepared in 2006 was based on limited design information about how much matting was required. The report prepared in 2010 was based on detailed design information, modelling and testing that had been conducted for the project. The recommendations from the 2010 report have now been validated by on site testing with live operations which show the noise and vibration criteria have been met.