

PROPOSED SOUTHERN RAILWAY ROUTE STUDIES

680. Hon DERRICK TOMLINSON to the Leader of the House representing the Minister for Planning and Infrastructure:

I draw attention to the metropolitan region scheme amendment No 1032/33 South West Metropolitan Transit Route Amendment Report, September 2001 in which reference was made to the extensive planning for land use, travel needs, infrastructure and operational requirements for the service, environmental and social implications and solutions to any adverse impacts, the costs and funding operations, and ask -

- (1) Were similar major studies undertaken of the proposed railway route along the Mt Henry, Como, South Perth and city river foreshores before the Government announced its July 2001 decision for that route?
- (2) Did the studies of travel needs for the Beeliar-Kenwick-Perth route indicate a typical weekday peak period patronage forecast for 2006 of 13 200 for the Kenwick route and 10 600 for the river foreshore route?
- (3) Were two-hour morning peak two-way station boardings identified in these studies at 1 120 for Thornlie station, 580 for Nicholson Road station and 1 320 for Canning Vale station?
- (4) What two-hour morning peak two-way station boardings have been estimated for the proposed Murdoch University station and the Canning Bridge station -
 - (a) without bus transit along the Kwinana Freeway between Canning Bridge and Perth central; and
 - (b) with bus transit along that same route?

Hon KIM CHANCE replied:

I thank the member for some notice of this question.

- (1) Preliminary studies were undertaken along the route to prove the engineering and operational feasibility of a rail service to Perth from Jandakot along this route. The purpose of the supplementary master plan now in preparation is to develop all aspects of the route in detail.

Hon Derrick Tomlinson: So the answer is no?

Hon KIM CHANCE: I do not know. I can only tell the member what I have been given.

The scope of the supplementary master plan is as follows -

- (a) Derive new patronage demand forecasts for the proposed passenger rail network, given the change in route.
- (b) Develop services - rail and feeder bus - appropriate to the demand.
- (c) Determine rolling stock and operational requirements.
- (d) Identify, size and develop the infrastructure requirements to satisfy the demand, service and operational requirements.
- (e) Ensure integration of the system with land use, town planning and transport policy objectives.
- (f) Ensure conformity with all statutory and other regulatory requirements including environmental, commercial, occupational health and safety and rail safety management.
- (g) Define land requirements.
- (h) Prepare reliable cost estimates.
- (i) Document the entire process in one master plan report, which shall include an executive summary, conclusions and recommendations.
- (j) Prepare the necessary enabling legislation.

The above process is identical to that followed in the production of the original south west metropolitan railway master plan and is being undertaken by the same people.

- (2) Paragraph 2.3.7 of the south west metropolitan railway master plan states that the forecasts for 2006 indicate that the total two-hour peak, two-way boardings on the line will be between 12 000 and 13 000, of which around 9 300 will be inbound to Perth at Kenwick junction. The details are given in table 2.3.7 on page 23. These figures are also illustrated in figure 15 of the south west metropolitan railway master plan. Although there have been no thorough and tested patronage forecasts prepared for the new

route, new preliminary estimates indicate 5 000 extra passenger movements on the foreshore route. That is a primary task in the preparation of the supplementary master plan as shown in answer (1) above and further elaborated in answer (4) below.

- (3) The above figures have been extracted from table 2.3.7 of the south west metropolitan railway master plan and are correct for the stand-alone Kenwick route.
- (4) Using the existing bus patronage and projections, an educated assessment of the significant journey time savings offered by the freeway route is strongly indicative of an increase in rail patronage for all points south of the Murdoch Park 'n' Ride and a more attractive option for bus users, given the situations at South Street, Leach Highway, Canning Bridge and central Perth.

As shown in answer (1), a primary objective of the master planning process is a re-estimation of patronage. This has been initiated and meaningful results are now expected by the end of November.

With reference to the validity of this process, it should be noted that the stations along the Kenwick route were set in place using principles established on the northern suburbs transit system. It was only through the process of developing a south west metropolitan railway master plan that the patronage forecasts for these stations were established. This is no different from what we are doing now.