

THORNLIE–COCKBURN RAIL LINE

**857. Hon KEN TRAVERS to the parliamentary secretary representing the Minister for Transport:**

- (1) What is the estimated number of daily passenger boardings at each station on the proposed Thornlie to Cockburn rail line in 2031?
- (2) What was the estimated benefit–cost ratio submitted to Infrastructure Australia in August 2012 for this rail line?
- (3) Can the Minister for Transport confirm that current signals do not allow 27 trains in one hour to operate between the proposed Burswood stadium and Perth whilst also maintaining normal services on the Armadale and Thornlie lines?
- (5) How much is currently budgeted to upgrade signals and associated works to enable 27 trains to operate whilst still maintaining normal Armadale and Thornlie services?
- (5) Will the minister table the operational plan that shows how 27 trains and normal services can operate together between Burswood and Perth; and, if not, why not?
- (6) How many trains would need to travel between Burswood and Perth in the one-hour period if the Thornlie to Cockburn line were built?

**Hon JIM CHOWN replied:**

Before I respond to the question, I would like to seek leave to respond from my chair, as I am suffering from recurring spinal injury and standing today is quite painful.

Leave granted.

**Hon JIM CHOWN:** I thank the honourable member for some notice of this question.

- (1) Although there have been a number of estimates of potential patronage for these stations, there has been insufficient analysis and internal and peer review to provide confidence in the veracity of those estimates for their release at this stage.
- (2) The preliminary benefit–cost ratio submitted to Infrastructure Australia for this rail was 1.6:1. This preliminary benefit–cost ratio would need to be reviewed prior to the commencement of the project.
- (3) Yes; however, planning for the services from the new Perth Stadium was undertaken in the knowledge that this will be achieved with amendments to the signalling system, and there is full confidence this will be achieved.
- (4) The cost estimate of \$149.5 million for railway infrastructure includes an allocation for signalling works between Perth station and stowage facilities in Victoria Park.
- (5) No. Services to the new Perth Stadium will not be implemented for at least three years, giving adequate time to optimise and refine the operational plan, design the required signalling improvements, construct the required infrastructure and then test the system to iron out any deficiencies in order to achieve the through-put of trains that is required.
- (6) There has not been a precise study of that option as planning was undertaken on the basis that the link between Thornlie and Cockburn would not be built until sometime after completion of the stadium.