

LIGHT RAIL PROPOSAL — HIGH WYCOMBE

4707. Hon Ljiljanna Ravlich to the Minister for Finance representing the Minister for Transport
- (1) Has the Public Transport Authority (PTA) commenced investigations into extending light rail to High Wycombe?
  - (2) If no to (1), why not?
  - (3) If the PTA has not commenced investigations into light rail to High Wycombe, when will this work commence and what is the expected completion date?
  - (4) Does the State Government acknowledge that the current population east of the Perth Airport is in excess of 200, 000 people, and if not, what is the current population figure for that area?
  - (5) Does the State Government acknowledge that Directions 2031 estimates that the area referred to in (4) will grow to in excess of 400,000 people, and if not, what are the Government estimates for that figure?
  - (6) Would the State Government acknowledge that, given these population estimates, infrastructure east of the airport warrants inclusion in the Public Transport Strategy?
  - (7) If no to (6), why not?
  - (8) Is the State Government aware of the projected significant increases in traffic movement east of the airport along Grogan Road and Hudswell Close once Terminal Western Australia is complete?
  - (9) If no to (8), why not?
  - (10) Does the State Government accept that the Perth Airport Eastern Access Planning study highlights the significance of this increase in traffic movement?
  - (11) If no to (10), why not?
  - (12) Does the State Government acknowledge that the preferred site for Kewdale Site T2, if developed, will significantly increase heavy traffic north through the Forrestfield industrial area?
  - (13) If no to (12), why not?
  - (14) Have these traffic demands been factored into the need for significant investment in road infrastructure through Forrestfield
  - (15) If no to (14), why not?
  - (16) Does the State Government acknowledge the impact on the Forrestfield industrial area of the Kewdale Site T2 will be significant?
  - (17) If no to (16), why not?
  - (18) Does the Gateway Western Australia Project have funds allocated to the Forrestfield industrial area?
  - (19) If no to (18), why not?
  - (20) Does the funding include the Berkshire Road–Roe Highway intersection?
  - (21) If no to (20), why not?
  - (22) Does the funding include the intersection of Grogan Road and Abernethy Road?
  - (23) If no to (22), why not?
  - (24) Is the Berkshire Road–Roe Highway intersection one of the three top 10 intersections that will receive funding as reported in the *Sunday Times* on 21 August 2011?
  - (25) If no to (24), why not?
  - (26) Has the Shire of Kalamunda been advised that the Gateway Western Australia project does not include funds for road infrastructure in the Forrestfield industrial area?
  - (27) If no to (26), why not?
  - (28) Has the preparation of the Metropolitan Freight and Intermodal Network Plan commenced yet?
  - (29) If no to (28), why not?
  - (30) Has the State Government requested the Shire of Kalamunda to sit on the Steering Committee for the Plan referred to in (28)?
  - (31) If no to (30), why not?
  - (32) Has the Shire of Kalamunda been notified of the Gateway Traffic Studies?

- (33) If no to (32), why not?
- (34) Have the studies been extended to include the Forrestfield Industrial area?
- (35) If no to (34), why not?
- (36) Is the State Government aware that the seat of Hasluck, which includes Forrestfield, has the fourth highest number of Fly-In, Fly-Out and Drive-In, Drive-Out workers, as at the 2006 census in the State?
- (37) If yes to (36), will the State Government acknowledge the significance of this factor in consideration of the Public Transport Strategy?
- (38) If no to (37), why not?
- (39) Is the State Government aware that Co-operative Bulk Handling is located in the Forrestfield Industrial area?
- (40) Has the State Government factored the impact on road infrastructure in the Forrestfield industrial area resulting from Tier 3 rail decisions which will increase grain freight from rail to road?

Hon SIMON O'BRIEN replied:

The Department of Transport advises:

- (1)–(3) The Public Transport Authority is not responsible for the preliminary investigations and planning.
- (4) The combined 2009 estimated residential population (ABS) of Shire of Kalamunda and Shire of Mundaring, which is considered to be east of the airport, has 93 000 people. However, only 17 500 live in the urban foothills area.
- (5) The current Western Australia Tomorrow population forecasts estimate that the population in the Shire of Kalamunda in 2021 will be 59 400. This is extrapolated to a 2031 projected population of approximately 65 000 people.
- (6) The independent panel that prepared the plan considered that terminating the airport line at the terminals was appropriate.
- (7) Please refer to part (6).
- (8) Yes
- (9) Not applicable
- (10) No
- (11) The Perth Airport Eastern Access Planning Study did not include any traffic demand analysis.
- (13) Yes
- (14) Not applicable
- (15) No
- (13) Planning work for the Gateway WA project to date has centred around developing an ultimate planning design concept for the regional road network. Investment decisions will form part of the next phase of the planning process.
- (16) Yes
- (17) Not applicable
- (18) Yes
- (19) Not applicable
- (20) No
- (21) Upgrade of this intersection was not included in the original Gateway WA project scope.
- (22) No
- (23) Please refer to part (21).
- (24) No
- (25) Please refer to part (21).
- (26) Yes.
- (27) Not applicable
- (28) Yes

- (29) Not applicable
- (30) Local governments across the Perth and Peel Regions are represented on the study by the Western Australian Local Government Association. Local governments will be consulted as appropriate.
- (31) Not applicable
- (32) Yes
- (33) Not applicable
- (34) Yes
- (35) Not applicable
- (36) In the 2006 Census, the Shire of Kalamunda accounted for 4.8 per cent FIFO population.
- (37)–(38) Not applicable
- (39)–(40) Yes