

CANNING VALE RAILWAY STATION — FEASIBILITY STUDY

1387. Hon Ken Travers to the Minister for Transport

- (1) Has the State Government commenced any work to determine the net benefits to the State of a Canning Vale Railway Station?
- (2) Will the Minister table any study conducted?
- (3) Will the Minister outline the results of this work?
- (4) Is the Minister or his agencies aware of any studies, conducted by any other organisation into the net benefit to the State of this project?

Hon SIMON O'BRIEN replied:

- (1) Some clarification is required as to what is the specific location the Honourable Member is referring to. In the original Department of Transport South West Metropolitan Railway Master Plan, Canning Vale referred to that site at the intersection of South Street and the Woodbridge — Kwinana Freight Railway. No recent analysis of benefits has been carried out for that site.
- (2) No.
- (3) Yes. The assessment of the economic case undertaken by the Public Transport Authority (PTA) for a station at Nicholson Road showed that for a number of scenarios investigated, none produced a Benefit Cost Ratio greater than 1. Any benefits do not outweigh the considerable cost to extend the line.
- (4) If the Member refers to a station at Nicholson Road the answer is yes. There was a study undertaken by MacroPlan for the City of Gosnells. For further information I refer the Member to my answer given to Parliamentary Question 1649 where I stated that the PTA does not support Macroplan's assessment and finding which grossly underestimate the cost of this proposal. I added that whereas Macroplan's estimate for extension of the Thornlie line and construction of a station a Nicholson Road was \$23million, the PTA's estimate is \$64 million. That difference alone has a massive effect on the final benefit / cost ratio and therefore the net benefit associated with the project.