ROCKINGHAM EASTERN RAIL BYPASS

482.   Hon J.A. COWDELL to the minister representing the Minister for Transport:

(1)   What is the timetable for, and cost of, the Rockingham eastern rail bypass?

(2)   How many stations will be sited on the bypass and where will they be located?

(3)   What is the timetable for the Rockingham loop?

(4)   Will this precede or follow construction of the rail line to Mandurah?

(5)   What is the cost of, and preferred route for, the northern rail entry into central Rockingham?

(6)   What is the cost of, and preferred route for, the southern rail exit from central Rockingham?

(7)   Is it anticipated that there will be direct train services from Mandurah to Perth, using the Rockingham eastern bypass as opposed to the loop?

(8)   What percentage of Mandurah trains is anticipated to use the eastern bypass?

Hon N.F. MOORE replied:

I thank the member for some notice of this question.

(1)   All works are to be completed by mid-2005. The estimated cost of the direct connection on the eastern bypass is $9m.

(2)   None.

(3)   The Rockingham loop will be completed in time to allow services to the Rockingham city centre by mid-2005.

(4)   The Rockingham loop will precede construction of the line to Mandurah by some three to four months.

(5)   The estimated cost of a northern entry into the Rockingham city centre, including a central underground station under the transit mall and terminating at Council Avenue, is approximately $80m.

(6)   The estimated cost of a southern exit or entry into Rockingham, commencing at Leghorn Street, including the central underground station under the transit mall, coming up through Anniversary Park and heading east along Rae Road/Fremantle-Rockingham highway to the intersection with the direct route/eastern bypass, is $64m.

(7)   Yes.

(8)   At off-peak times all Mandurah trains will go through the Rockingham loop, and during peak times all Mandurah trains will use the bypass.

I am happy to table the document. [See paper No 530.]