

Extract from *Hansard*

Budget Estimates Committee - Transport

Thursday, 28 May 2009

Dr M.D. NAHAN: I refer to the second dot point under the Transport System Planning heading on page 409, which refers to Westralia Airports Corporation and substantial future development at Perth Airport. Can the parliamentary secretary tell me how the government plans to improve access to and from Perth Airport?

Mr W.R. MARMION: I thank the member for Riverton for the question. One of the government's objectives is to provide improved access to and from Perth Airport. The commonwealth and state governments are jointly funding a Perth Airport transport master plan, which is due to be completed in 2010.

The master plan will deal with transport modes requiring access to and from the airport or travel in the vicinity of the airport. More specifically, it will address the following points: the number and scale of road access points to the airport; the current severe road congestion, which is forecast for the next 10 to 15 years and will require upgrading of the current road links and intersections; analysis of how the growth of freight movements can be accommodated around the airport; identification of a preferred route for a rail link to the airport, including its costs and forecast patronage; and how Perth Airport will be served by bus, again with associated costs and forecast patronage.

The state government is working very closely with Westralia Airports Corporation, which is, obviously, responsible for the land development and road construction within its boundaries. The director general might like to add to that.

Mr E. Lumsden (Director General of Planning): It has been well recognised that the transport system around Perth Airport needs to be reviewed because of interregional traffic, as well as local traffic on Great Eastern Highway and Tonkin Highway. I think that was identified by the member for Armadale and the previous government.

The other issue, apart from the interregional traffic, is the proposed redevelopment of Perth Airport to centralise air terminal activities, as well as the ongoing development of non-aeronautical activities, which are putting increasing pressure on the road system.

Apart from looking at rail access to the airport and beyond from the Midland line, the Perth transport plan has also identified a number of early potential upgrades of Tonkin Highway, as well as other key intersections, such as Tonkin and Roe Highways and Horrie Miller Drive and Leach Highway to name just two.