

WA LABOR

# Fixing Congestion Creating Jobs

**PLAN FOR THE SOUTHERN SUBURBS**



**A Fresh Approach for WA**

WA Labor Policy | February 2017

# FIXING CONGESTION, CREATING JOBS

## WA Labor’s Plan for the Southern Suburbs

WA Labor will bring a fresh approach to WA, and a comprehensive plan for jobs.

Building METRONET will create thousands of construction jobs and apprenticeships for Western Australians. The building of METRONET rail cars will create ongoing jobs and apprenticeships.

The Liberals’ broken promises on public transport have created a congestion crisis that damages our economy and costs jobs.

METRONET will be a world class public transport system that works. The new Circle Line between Thornlie and Cockburn and the Armadale Line extension to Byford will be the centrepieces of WA Labor’s plan for the southern suburbs, that will deliver road, rail and bus infrastructure to fight congestion and create jobs.

WA Labor will ensure that all jobs created through our plan for the southern suburbs go to Western Australians first.

**Mark McGowan**  
WA Labor Leader



**STAY INFORMED:**

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## EXECUTIVE SUMMARY

A McGowan Labor Government will address the congestion crisis facing the southern suburbs and will:

### METRONET

- Commence the Circle Line between Thornlie and Cockburn with construction to commence in 2019.
- Extend the Armadale Line to Byford with construction to commence in 2021.
- Remove dangerous level crossings at Denny Avenue in Kelmscott, Oats Street in Carlisle and Wharf Street in Cannington.
- Build a new train station in Karnup to ease pressure on the existing Mandurah and Warnbro stations.
- Create 3,579 new jobs during the construction of these projects.

### Fixing Our Roads

- Bring forward the duplication of Armadale Road between Anstey Road and Tapper Road.
- Build the Armadale Road Bridge across the Kwinana Freeway to connect to North Lake Road.
- Extend Leach Highway between Carrington Street and Stirling Highway to address the freight congestion on High Street.
- Provide a corridor for future light rail along Armadale Road to Cockburn Central.
- Increase the freight on rail subsidy from \$30 to \$50 per TEU, which will take more than 36,000 truck movements off suburban roads each year.

### Bus Services

- Improve connectivity of bus and train services.

## METRONET

### Commence the Southern Circle Line

The link between the Armadale and Mandurah Lines by extending the Thornlie Line will be the start of METRONET's Circle Line, allowing east-west train passenger rail travel for the first time, rather than just spur lines in and out of Perth's CBD.

- **A McGowan Labor Government will commence the Circle Line between Thornlie and Cockburn with construction to commence in 2019.**

The Thornlie Line extension will revolutionise our rail system by beginning the Circle Line route to create a true transport network. A Circle Line is absolutely essential if we want to create a network that allows east-west travel – journeys that don't always require going into the CBD.

There is an obvious need for the Thornlie extension and some of the infrastructure for the new line was already in place. This link has been planned since 1999; a rail tunnel was constructed under the works for the Kwinana Freeway and the tunnel exit is located in the freeway median.

The Circle Line will eventually form a ring around Perth and create a true rail network so commuters don't always have to go into the Perth CBD to get anywhere.

WA Labor's METRONET will also be vital in helping tens of thousands of football fans more easily get to and from the new Perth Stadium. In particular, the new Thornlie line will provide the vital link needed for fans on the Mandurah line to more easily reach the stadium. This new Thornlie Line is necessary to help make the Perth Stadium work.

Without METRONET's vital Thornlie Line, fans from the southern suburbs would be forced to take a much longer journey into the city. Once there, they would then be forced to change trains and join thousands of other fans travelling on trains between the city and the stadium in Burswood.

The location of the Perth Stadium in Burswood presents real challenges to the existing train system which is another reason why we need METRONET. The Thornlie line extension will make the journey to the stadium quicker, easier and far more direct.

It will be much more convenient than having to travel all the way into central Perth and changing trains to get to Burswood. METRONET will also help many more people in places like Yanchep, Ellenbrook, Morley and Byford to more easily catch the train to the footy.

We know many footy fans from right across the southern suburbs and Mandurah use the Mandurah line to get to the football. But when football moves to the new stadium it will make it much more difficult to get to the game.

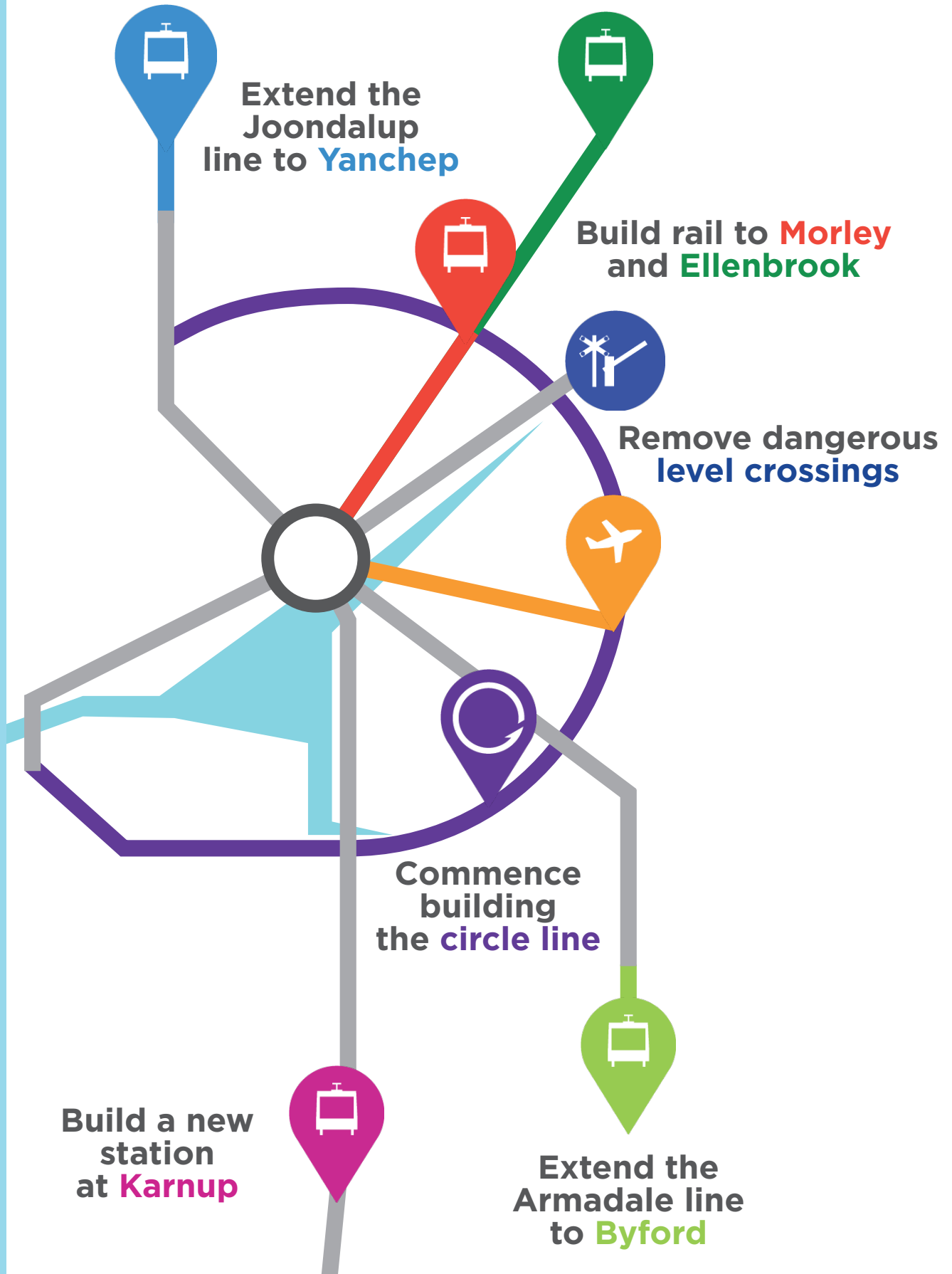
The Liberal Government is banking on 83 per cent of the stadium crowd to use public transport to and from the stadium; without the Thornlie extension, achieving that target would be extremely difficult and should have been planned when the stadium was announced.

METRONET, including the Thornlie Line, will create a true transport network across Perth's metropolitan area.

WA LABOR

# METRONET

WORLD CLASS PUBLIC TRANSPORT & JOBS



## Extend the rail line to Byford

Building the Byford rail extension as part of METRONET will meet the needs of one of Australia's fastest growing local government areas and create thousands of jobs.

- **A McGowan Labor Government will extend the Armadale line to Byford with construction to commence in 2021.**

Extending the Armadale rail line to Byford will be a priority in WA Labor's integrated and coordinated transport plan, METRONET.

A McGowan Labor Government will work with the Shire of Serpentine Jarrahdale to integrate the rail extension and station work with the Shire's town centre plan.

The unprecedented rapid growth in Byford and surrounding areas has occurred without any commitment to improve public transport infrastructure. There is no doubt that the Byford extension is needed.

The Byford extension will be more than just a spur line. It will connect local families to destinations across and around the metropolitan area as part of METRONET.

Perth's outer suburbs are experiencing massive growth. By 2026, the population of Byford and Mundijong is expected to reach more than 34,500 people. The Department of Planning's submission to the draft Public Transport Plan for Perth in 2031, noted that based on projected growth, the Byford railway extension should be built between 2020 and 2031.

That means we need to plan for the Byford extension now. In a growing area like this, local families need quality, reliable public transport infrastructure, to connect them to places of work, entertainment and recreation. They need METRONET.

## Fix dangerous level crossings

Dangerous level crossings are significantly adding to congestion on our roads and are an issue that has been ignored for too long by the State Government.

- **A McGowan Labor Government will remove dangerous level crossings at Denny Avenue in Kelmscott, Oats Street in Carlisle and Wharf Street in Cannington.**

WA Labor's METRONET plan will see the commencement of a program of removing dangerous level crossings removed on Perth's heritage lines to free up traffic flow and improve safety.

Priority will be given to completing works on removing the Nicholson Road level crossing in Thornlie and then commencing planning and construction to remove level crossings at:

- Denny Avenue, Kelmscott
- Oats Street, Carlisle
- Wharf St, Cannington

Removal of these level crossings will form Stage One of the WA Labor Government program with further level crossing identified after consultation with local government authorities, other stakeholders and the community.

This congestion-busting plan will also help facilitate urban redevelopment. This will be a focus to deliver smart and sustainable density as part of Labor's METROHUBs plan.

There will be an ongoing consultation with local governments and the community, plus surveys to identify areas of high needs. This will drive the priority list for a second stage of level crossing removals.

## New rail station at Karnup

The new METRONET station at Karnup will help relieve congestion on our roads as part of a world-class integrated and coordinated transport network.

- **A McGowan Labor Government will build a new train station in Karnup as part of METRONET to ease pressure on the existing Mandurah and Warnbro stations**

The Karnup train station is desperately needed to service the growing suburbs of Baldivis, Golden Bay, Singleton, Madora Bay, Secret Harbour, Port Kennedy, Lakelands and Meadow Springs.

Residents in these suburbs have to drive to the Mandurah or Warnbro train stations to catch the Mandurah line train.

The draft Public Transport for Perth in 2031, released in July 2011, identified a new station would be required at Karnup in the next five to 10 years. Since then the report has been scrapped and the Barnett Liberal Government has failed to relieve pressure on Mandurah and Warnbro Stations.

The new Karnup station, located north of Paganoni Road, will be built with a transit interchange, feature cycle smart features and park and ride facilities to cater for up to 1,000 cars.

A McGowan Labor Government will build the Karnup train station as part of its first priorities of METRONET. The Liberals have failed to act despite their own report telling them it is needed. They have no credibility and can't be trusted when it comes to public transport.

METRONET's new Karnup station will help make life easier for residents who want to catch the train and connect with destinations across the metropolitan area.

## Creating Jobs

Building METRONET will create thousands of construction jobs and apprenticeships for West Australians. It is estimated that over 1,687 jobs will be created during the construction phase on the Thornlie Line extension to Cockburn and 1,035 on the Armadale extension to Byford. New jobs will also be created building the new station at Karnup and removing dangerous level crossings.

- **A McGowan Labor Government will create 3,579 new jobs during the construction of these projects.**

More than 10,000 new jobs will be created in the building of METRONET and WA Labor will ensure that these jobs go to Western Australians first.

## FIXING OUR ROADS

### Armadale Road

While the key to reducing congestion is to increase the use of public and active (cycling and walking) transport, roads are an integral part of our transport system and work needs to be done on fixing dangerous or congested roads.

#### **A McGowan Labor Government will:**

- **Bring forward the duplication of Armadale Road between Anstey Road and Tapper Road.**
- **Build the Armadale Road Bridge across the Kwinana Freeway to connect to North Lake Road.**
- **Extend Leach Highway between Carrington Street and Stirling Highway to address the freight congestion on High Street.**

Armadale Road, a key artery that links Armadale and Forrestdale with the Kwinana Freeway at Cockburn Central is a mixture of dual carriageway and single lane road, resulting in congestion during peak times. WA Labor will complete the duplication of Armadale Road to smooth traffic flows and reduce congestion.

When Armadale Road reaches the Kwinana Freeway the residential, commercial and retail growth in the Cockburn Central area has resulted in unprecedented traffic volumes that now spread outside of peak periods. The congestion causes regular periods of gridlock in the area.

A McGowan Labor Government will build the Armadale Road Bridge previously known as the North Lake Road Bridge) across the Kwinana Freeway to provide another access and exit route to and from the Cockburn Central developments.

Road connections on Leach Highway (High Street) between Carrington Street and Stirling Highway will be addressed as part of WA Labor's integrated plan to address the congestion issues arising from trucks accessing Fremantle Port. This section of road is under great pressure from growth in freight and commuter traffic.

Upgrades to Leach Highway between Carrington Street and Stirling Highway will address a dangerous bottleneck. The upgrades to this intersection had previously received Federal Government funding and a McGowan Labor Government will finalise the route and upgrade this section of Leach Highway as part of an integrated transport plan.

- **A McGowan Labor Government will provide a corridor for future light rail along Armadale Road to Cockburn Central.**

Armadale Road also presents an opportunity to plan for the future by making early provision for a light rail corridor along Armadale Road leading to Cockburn Central. The rapid growth of residential, commercial and retail development at Cockburn Central and the potential future development along Armadale Road points towards the future need for improved public transport links to Cockburn Central. WA Labor will ensure the opportunity to secure a corridor is not lost.



## Increase the rail freight subsidy

A McGowan Labor Government will increase the freight on rail subsidy to \$50 per TEU as an interim measure while the Outer Harbour is being built. It is estimated by the industry that this will increase the amount of freight on rail to 20 per cent and result in 36,000 fewer truck movements on suburban Perth roads each year.

- **A McGowan Labor Government will increase the freight on rail subsidy from \$30 to \$50 per TEU which will take more than 36,000 truck movements off suburban roads each year.**

A McGowan Labor Government will also work with stevedoring companies and industries to increase freight on rail including looking at freight on rail targets in contractual arrangements.

The rail subsidy has been an important incentive to encourage freight off roads and on to rail and while this has been maintained by the Liberal Government there has been very little done to reach the target of 30 per cent.

The Liberal Government has now announced a reduction in the current subsidy of \$35 TEU to \$30 per TEU from 1 January 2017. This was detailed in the 2016-17 State Budget.<sup>1</sup> This cut will have a negative impact on the amount of freight on rail and result in increased truck movements on Perth's already congested roads.

An increase of the freight on rail subsidy to \$50 TEU by a McGowan Labor Government will reduce congestion on our roads. It will be put in place as an interim measure while the Outer Harbour is being built. The subsidy will be reviewed following the completion and transition to the Outer Harbour.

A McGowan Labor Government will continue to work with the community and industries to ensure that the

issue of noise in built up areas is managed. This has been successfully achieved in other states and will be done in consultation with the National Safety Authority, network owners and rail operators.

## Bus Services

WA Labor is very aware of the need to ensure our bus transport system works at peak efficiency, caters for the needs of travellers and links with other forms of transport like train stations.

- **A McGowan Labor Government will improve connectivity of bus and train services.**

Bus services are a very important facet of Perth's public transport system. Bus passenger boardings, excluding special event, school and CAT buses, are around 10 per cent higher than passenger boardings for trains.

While passenger rail is the most efficient for transporting large numbers of passengers in one trip, buses, for those areas not covered by trains, and as a link to train stations, are vital to the smooth running of an integrated public transport system.

A recent report into Perth's public transport system found travelling by car is still faster and more convenient for most commuters. It is essential that there is a coordinated, integrated approach to transport, like WA Labor's METRONET, so that our urban centres are connected to the CBD with rapid, efficient public and active transport services.

A McGowan Labor Government will ensure that we significantly improve the connectivity between buses and trains to lower the commute times for passengers.

<sup>1</sup> WA State Budget 2016-17, p712

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**Fixing Congestion on Our Roads  
Creating Jobs  
Plan for Southern Suburbs**

[markmcgowan.com.au/congestion](http://markmcgowan.com.au/congestion) |  **Mark McGowan MP**

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