

BERKSHIRE ROAD—ROE HIGHWAY INTERSECTION

**372. MR N.W. MORTON to the Minister for Transport:**

Following my grievance to the minister last week regarding the upgrade of the intersection of Roe Highway and Berkshire Road, a number of my constituents have expressed concern over subsequent statements from the opposition that the project has been deferred. Can the minister advise whether there is any truth to this?

Several members interjected.

**The SPEAKER:** Member for Butler, I call you to order for the first time.

**Mr D.C. NALDER replied:**

I thank the member for Forrestfield for that question. It is always concerning and frustrating for the community when those opposite spread misleading information.

Several members interjected.

**The SPEAKER:** Members for Victoria Park and Cockburn, I call you to order for the first time.

**MR D.C. NALDER:** The construction of the Roe Highway–Berkshire Road interchange flyover is expected to commence within the coming months, and will provide a significant safety benefit for the Forrestfield community. The state Liberal–National government, in partnership with the federal government—is everything all right, Mr Speaker?

**The SPEAKER:** Thank you. Yes, Minister for Transport, you are safe! Carry on.

Several members interjected.

**MR D.C. NALDER:** That certainly makes me feel safer!

I would like to say at the outset that I believed the solution for the Roe Highway–Berkshire Road intersection was imperfect, and we sought a better outcome for the community of Forrestfield. As a result, we deferred that work for a few months and worked with the federal government to find out whether we could find a better solution.

Several members interjected.

**The SPEAKER:** Members!

**MR D.C. NALDER:** Because of the relationship we have with the federal government, we were able to secure additional funding, and we will commence construction of that intersection in the coming months. This project will enhance the amenity of adjacent residents through the provision of noise walls along that section of Roe Highway. Considerable planning and design for the interchange has already been undertaken, and this will form part of the broader \$1 billion Gateway WA Perth project. Under this arrangement, the state will achieve considerably greater savings in contractor mobilisation and delivery than it would have if we had commenced it as a new tender process. The project is a significant win for the Forrestfield community and, indeed, all road users. A large part of the credit must go to the efforts of the member for Forrestfield.

Several members interjected.

**The SPEAKER:** Members!

**MR D.C. NALDER:** Some criticism and misleading information was expressed in the press.

**Mr D.A. Templeman** interjected.

**The SPEAKER:** Member for Mandurah, I call you to order for the first time.

**MR D.C. NALDER:** The shadow Minister for Transport actually said on 6PR that it was a broken election promise. We have not broken an election promise; we are delivering on that project.

Several members interjected.

**The SPEAKER:** Members!

**MR D.C. NALDER:** While I am sharing some information that I picked up off the radio, I would like to refer to the Leader of the Opposition, who asked us to deliver on the promise we made before the election and fix the intersection; we are fixing it. I would also like to point out some other misleading information that the Leader of the Opposition decided to put out on the radio. This is what I talked about yesterday, in reference to the movement of grain across the south west. According to my notes, in an interview with Gary Adshead on 6PR on Wednesday, 30 April, the Leader of the Opposition said —

What we're pointing out, in particular around Collie and the South West, is with the expansion of ... grain trucks going through there exporting out through Bunbury, with the closure of the Tier 3 rail lines, ... there a huge increase in grain trucks running around to those roads ...

That is what the Leader of the Opposition actually said. If he were to ask the member for Collie–Preston how many fewer trucks there would be on the roads if tier 3 remained open, he would tell him that the answer is zero, because tier 3 has nothing to do with exporting grain into the Bunbury port.

Several members interjected.

**The SPEAKER:** Members!

**MR D.C. NALDER:** I come from that area of Wagin, and I can tell members now —

Several members interjected.

**The SPEAKER:** Leader of the Opposition, I call you to order for the first time. Member for Mandurah, I call you to order for the second time. Minister, can you wind this up, please.

**MR D.C. NALDER:** He is being disrespectful to the communities down there, because they understand that those tier 3 railway lines sit on the other side of tier 1 railway lines. For a start, they drive past the bins that are on tier 1 railway lines.

**Mr M.P. Murray** interjected.

**The SPEAKER:** Member for Collie–Preston!

**MR D.C. NALDER:** The second thing is, he was supportive on ABC Radio with John Cecil last week, saying that he supports the Bunge Australia contract in Bunbury. That is what he said, but the grain is exported through the ports, on rail, out of Fremantle and out of Albany, not through Bunbury, so he has been misleading everybody about this. Tier 3 has nothing to do with this. This is the continued deception we see across this issue, and the same thing that we see with regard to the delivery of the Roe Highway–Berkshire Road overpass.