

TRANSPORT PLANNING — SWAN HILLS

**260. Mr F.A. ALBAN to the Minister for Transport:**

The minister has visited my electorate countless times to help solve many issues faced by my constituents, most of which were caused by the neglect of the former Labor government. Can the minister please provide the house with an update on the projects and plans for my electorate of Swan Hills and the surrounding suburbs?

**Mr T.R. BUSWELL replied:**

I thank the member for Swan Hills for his continued invites to his electorate. I enjoy our trips immensely. I liked the last one in the minivan in particular, especially halfway through the day once the driver learned how to use the air conditioner.

I noticed some very, very unkind and misleading comments made in the house last night by the member for West Swan. Like the member for Swan Hills I do not make unkind comments about the member for West Swan. I am always grateful for the major role she played in delivering government to us in 2008!

**Mr B.S. Wyatt:** So is Gerry Hanssen!

**Mr T.R. BUSWELL:** I am sure he is. The good thing is that the member for West Swan is back in the brains trust.

There are three areas we can touch on to provide some substance to the member for Swan Hills' question, one of which is buses. As a result of the member's great representations for the people of Ellenbrook, we have put on the 955 and the 956, which are the at-peak 10-minute services from Ellenbrook through to Bassendean and every alternate on to Morley. That is becoming increasingly popular. It effectively provides a direct link from Ellenbrook through to the railway line and Morley. That is serviced by the 336 and the 334, which fan out into Ellenbrook. I noticed the member for Midland chimed in last night about Aveley. The member for Swan Hills insisted that we put on the 337 service to Aveley. I will quickly read to the house from an article by Julian Wright in the *Bullsbrook–Ellenbrook Advocate* —

Route 337, a Monday to Saturday service that will operate between the Ellenbrook transfer station and the town centre via Aveley, was the result of months of talks between disgruntled residents and Swan Hills MLA Frank Alban.

They clearly understand the important role that the member for Swan Hills plays.

I turn to road infrastructure. It is raining road upgrades out in the member for Swan Hill's area. As I understand it, work is starting on the very nasty intersection of Drumpellier Drive and Gngangara Road. We are also dualling that strip of road between Drumpellier Drive and Pinaster Parade, if my memory serves me correctly, at a cost of \$2.5 million for the dualling and \$1.5 million for the lights. If we turn right at Pinaster Parade and head down to Lord Street, we learn that \$8 million has now been allocated to upgrade that road. The funds have been topped up as a result of the Minister for Police's efforts to get red-light and speed-camera money into road safety. An amount of \$8 million has been allocated to upgrade that very dangerous intersection of Lord Street and Reid Highway. Recently we were at the intersection of Gngangara Road and West Swan Road; it is a pain in the proverbial for a lot of local residents. Thanks to the efforts of the member for Swan Hills, the government will make a \$1.5 million contribution to the City of Swan to put in a roundabout. The list goes on but I will not bore the house. We will do work at Toodyay Road, Swan Christian College et cetera. We are also advancing very quickly with the planning of the Perth–Darwin highway. Every time I travel out there and have a coffee at the Dome, people are particularly interested —

**Ms R. Saffioti:** Where's the Perth–Darwin highway going to be built?

**Mr T.R. BUSWELL:** That is why we are doing planning. That is the sort of thing the member for West Swan should have done when she was in the brains trust with Alan Carpenter, pulling the chain on the early election—brilliant!

The Perth–Darwin highway is moving forward.

Finally, I refer to the Labor Party's favourite issue—the railway line to Ellenbrook. The analysis we have had done states that in 2031 as many people would use that entire railway line as currently get on the train at Murdoch train station. In other words, we are not building it at the moment because demand does not sustain the investment.

**Mr B.S. Wyatt:** Why did you promise to build it?

**Mr T.R. BUSWELL:** We promised to build it because we thought the former Labor government would have done the work.

The people in Swan Hills can take great comfort from the work of the member for West Swan. The article in the *Ellenbrook Advocate* states that she —

... confirmed to The Advocate she would review all issues in the suburb—including transport.

“I am working with the Shadow Transport spokesman Ken Travers to develop our public transport plan for Ellenbrook,” Ms Saffioti said.

... part of the 50 to 100-year vision included a new rail line to Ellenbrook.

The member for Swan Hills can go out there next week and say, “I have got good news for you. Between 2062 and 2112, you will get a railway line in Ellenbrook!”