

RAILWAY (METRONET) AMENDMENT BILL 2019

Second Reading

Resumed from 22 October.

MS J.J. SHAW (Swan Hills) [12.13 pm]: I am very pleased this afternoon to rise to contribute to the second reading debate on the Railway (METRONET) Amendment Bill 2019. It is a great day for the community of Ellenbrook. This legislation implements the authority for the construction of the Morley–Ellenbrook rail line. It represents the delivery of a key election commitment, delivering thousands of jobs for the railway construction, and thousands of jobs into the town of Ellenbrook and the entire surrounding community. It is a wonderful day. This legislation provides for the delivery of the 21-kilometre rail line from Ellenbrook to Bayswater station. There will be a number of stations along the way, including Ellenbrook station in the town centre. I went to the train station site with the Minister for Transport, the Premier and the members for Bassendean, Morley and Maylands, and unveiled a fabulous billboard. It is great to see it coming to fruition. There will also be stations at Whiteman Park, Bennett Springs, Malaga, Noranda, Morley and Bayswater. The whole trip will take about 30 minutes. It is going to be great. This project is very good because we are delivering on an election commitment, bringing rail manufacturing back to Midland, and delivering it in a financially responsible way—and without selling Western Power. This project ticks many boxes for my electorate and the state of Western Australia. It is a great thing.

I was not here for a portion of the debate last night because I had to drive along the fabulous NorthLink to a school assembly in Bullsbrook. I was listening to the debate as I drove along NorthLink and, frankly, I was a little confused at some of the debate that I heard, so I read *Hansard* this morning. In her contribution, the member for Vasse said that very little had been achieved in this signature policy.

Ms L. Mettam: What've you done?

Ms J.J. SHAW: I will talk the member through it. Wait, member for Vasse; you might learn a thing or two. I listened all the way —

Ms L. Mettam: A business case?

The SPEAKER: Member for Vasse, I am enjoying this.

Ms J.J. SHAW: Listen and you might learn something. Listen up.

I recall the Minister for Transport saying that when she came into office, she went scrabbling around looking through the cupboards for the tens of millions of dollars' worth of work that the Barnett government allegedly did on the Morley–Ellenbrook rail line. I have images of Mr Kannis and the member scrabbling around through the cupboards, looking to see what they could find—any sort of planning or delivery for the Morley–Ellenbrook rail line. There was nothing—not a jot. This government started from scratch. This is an extraordinary achievement.

Ms L. Mettam: What've you got?

The SPEAKER: Member for Vasse, do you want to last until question time?

Ms J.J. SHAW: The member for Vasse obviously has not been listening. She has not been doing the work in opposition, but that is what she has to do. I will take the member through it. The people of Ellenbrook are well aware of what is going on. I am very happy to talk members opposite through it and enlighten them. It is either that they are not listening or that they do not understand what they are hearing. That is really concerning in an opposition. Members opposite did not deliver any rail to speak of—all they did was eight kilometres—whereas we reopened the Fremantle line, delivered the Mandurah line, and delivered the Joondalup line. Members opposite might want to listen up because they might hear a thing or two.

Mr A. Krsticevic interjected.

The SPEAKER: Members, you had an opportunity to talk on this bill. Do not stop somebody who has the courage to get up and talk about it now. Member for Swan Hills.

Ms J.J. SHAW: Thank you, Mr Speaker.

I do not know what is worse—whether they are not doing the work, or whether, when the work we are doing is presented to them, they do not understand what is going on, but the people of Ellenbrook understand and know what the government is delivering for them. For the benefit of those opposite, we are progressing the project from scratch in a methodological, sequential, logical, purposeful and thorough way. We are designing and delivering the project on the best possible information. We are not just scrabbling around in desperation for some sort of weak policy announcement and a few drawings that masquerade as election commitments. I will come to that. I will let members opposite know what we have been getting on with. There are a heap of transformational projects in the Ellenbrook area that will complement and progress the Morley–Ellenbrook rail line.

First of all, straight out of the blocks in April 2017, pretty much as soon as we were elected, the Minister for Transport announced the new Lord Street project—a seven-kilometre dual carriageway that will link Ellenbrook. The preliminary earthworks for the Morley–Ellenbrook rail line were done as part of that project while the crews were still in motion. It is absolutely fantastic stuff. It is rocking the world of the people in Ellenbrook. In August, the minister and I were at the bus depot in Ellenbrook to announce a new east–west bus service that would link Ellenbrook to Whitfords while we deliver the train project to make sure that people have an alternative way of accessing rail. I have a press release from September 2017 titled “Metronet well on the way with major funding injection”. The government allocated \$1.34 billion in the 2017–18 budget towards the Metronet stage 1 priority projects, including \$22.1 million allocated for detailed planning and design work of the Morley–Ellenbrook line and the Byford rail extension. We were off and racing. Work began from an absolute dead start, by the party that knows rail and knows how to design, deliver and construct these projects. A press release from 26 October 2017 was headed, “McGowan Government Progresses Ellenbrook Metronet”, and it outlined how the government was forging ahead with the Morley–Ellenbrook line planning and how a tender had been released for Metronet concept planning, following the submission of business cases for the Yanchep rail extension and the Thornlie–Cockburn Link. This was for planning and engineering services—a vital part of delivering any sort of project and something that those opposite obviously have no idea about.

A very exciting part of the project happened in January when we sought public feedback on the Morley–Ellenbrook line as part of the planning process. We engaged the community of Ellenbrook and asked them what they wanted—what sorts of facilities and links they needed. Surveying the community and undertaking a public consultation process helped us to undertake options analyses. This work complemented the technical feasibility work that was going on around the preferred alignment, the preliminary site investigations, the land use plans, the high-level concept design, and the grade separations and stations. We were doing the work and making progress.

As part of the community engagement process, we held a fantastic public forum at which there was standing room only. Hundreds of people turned up. We broadcast it online and people were tuning in and listening to what the minister had to say. As I say, a survey was undertaken and there were more than 2 000 responses. In my community, 86 per cent of respondents said that they thought the project was important to their suburb, and 70 per cent said it was important to them personally. The top three reasons were that they recognised it would give them easier access, it was a way of saving money, and that there would be fewer parking hassles. They wanted green spaces and increased availability of public transport. They wanted to tie this into their community. They wanted good connections throughout the community to the train station. It was a great exercise, and one that has certainly informed the way that this government has gone on to plan and deliver this project.

We then put the Bayswater station upgrade out for community consultation in April 2018. That project obviously caters for the Morley–Ellenbrook line and is another significant step forward for the project. In April 2019, more tenders were awarded for engineering and planning for the Morley–Ellenbrook line. It was really exciting to have a look at the options analysis and design work, and develop a robust business case. It is so important to do that work when delivering these large-scale infrastructure projects. Metronet has produced a really interesting document about the planning work. It makes the point that a project of this size takes time. Given that we commenced from a standing start, the Metronet team has had to put a lot of time in to get this project up, and I congratulate them for their efforts. They have been doing geotechnical investigations, environmental assessments, noise and vibration assessments, traffic access modelling, economic analysis, and population use and forecasting exercises. The result of that work will be a detailed business case that will be submitted for a final investment decision to be made.

These processes involve the analysis of 100 potential options, narrowed down to 30 options with a lot of different modes of transport and alignments. That was further narrowed down to 14 options. There was a long list, filtered down, to get the best solution possible for the people of Ellenbrook. It has involved community consultation and the engagement of a whole heap of experts in the field. While that has been going on, we have not been sitting idle. We have got cracking on the station site. It is great that we have removed the telecommunications tower at the train station site. That has cleared the space for the station to be delivered and has also facilitated the finalisation of the Ellenbrook town centre. That is absolutely fantastic. We had been waiting on that.

I was thrilled in April 2018 to see that the federal Liberal government had finally been spooked enough to go out there; it had had an epiphany. Maybe it was behind the cabinet that it allegedly held all the planning documents in! It went out the back and found the transport gods and realised that it needed to get on board with the Morley–Ellenbrook rail line. It committed, kicking and screaming, to \$500 million. Full credit to the Minister for Transport for her lobbying to bring the Liberals around and make them see sense. That was an absolutely extraordinary effort.

In the 2018 budget there was further action on the project and further funding. There was a \$750 million allocation for Metronet projects under development, including the Morley–Ellenbrook line, to continue that planning work and to also commence the upgrading of the Bayswater train station. That is absolutely fantastic. Again, in Henley Brook in October 2018, we were still getting on with things—rezoning to make sure that the Ellenbrook line could come

through. Then in February 2019, Infrastructure Australia recognised the project in its priority list for the first time. What a fantastic achievement. Again, that represents the hard work the minister and her team put into this through their liaison with Infrastructure Australia. In April 2019 we announced the widening of Tonkin Highway for the Morley–Ellenbrook railway line project. That fantastic initiative perfectly complements NorthLink WA. There was a bit of a bottleneck there, so this was an essential project for the people of Ellenbrook.

In August 2019 the planning process really started to deliver results and come to fruition. We went out there to the train station site to announce the final route for the Morley–Ellenbrook line and the stations associated with it. It was a really exciting day and I have had so many people contacting my electorate office about that announcement in particular. It is great. I want to contrast that with the previous government. We are getting on with the job and delivering; compare the pair, right? I want to commend the member for Southern River for his speech last night. He stole a lot of my thunder, but I will say I read and listened to his speech with quite some enjoyment. He is a showman and he has obviously really done his homework on this. I will not go over a lot of what he said, but I want to tell the people of Ellenbrook what they could have had after the 2017 election, had they re-elected the people who clearly have no idea what it takes to develop, design and deliver a transport project.

I remember the 2008 election; I was working on the member for Maylands' election campaign, and this was a key part of the Carpenter government's election commitments. I remember sitting there at the bowls club as the results came in, feeling so disappointed for the people of Ellenbrook in the seat of Swan Hills, where I have lived for 13 years. I was living in Swan Hills then, and I was so disappointed for those people because they were not going to get their train station, even though the then Premier had matched the commitment. Members opposite probably heard yesterday the press releases that were handed out by the former member for Swan Hills, Frank Alban, including one headed, "Liberals Will Build Rail Line to Ellenbrook". That was a \$850 million commitment that he made. Even in a TV interview at the time, Premier Barnett said, "We agree that's the next logical extension of our rail system."

Then, just six weeks after the Barnett government was elected and the Premier was sworn in, it emerged that the Public Transport Authority had axed the route definition that would have enabled the Morley–Ellenbrook rail line. That was a broken promise six weeks after the Premier was sworn in. The member for Southern River, in his speech last night, revealed that as late as 7 May 2009 the budget documents had shown —

The Liberal Party's mid-year review document ... December 2008—stated that the construction of the Ellenbrook rail line will commence in this term of government.

It provided for construction to commence in 2010–11. We know for a fact that there was no intention within government to deliver the Morley–Ellenbrook rail line, even while those statements were being made. The Premier then changed his tune and claimed to the media that he had only promised to have a look at it.

I have some absolutely awesome articles here. One is headed, "Bus-ted: How Ellenbrook Train Line Derailed". It states —

Colin Barnett's on-again, off-again, Ellenbrook railway ... was hurtling toward oblivion just six weeks after the Premier was sworn in, documents reveal.

That is a compelling read. If anyone wants an overview of the history of this project, I suggest they get onto it. Another article is headed, "Minister Softened Up on Ellenbrook Railway". Again, it says that the transport minister at the time was going soft on the Morley–Ellenbrook railway line promise. Then in the 2011 election costings—which, again, the member for Southern River referred to last night—it was stated, on 26 May 2011 —

A Liberal Government will provide \$53 million over the next four years toward the construction of a new rail line to Ellenbrook ...

That was a broken promise. Then there was the infamous promise on Metro Area Express light rail, which I know is very close to the heart of the Acting Speaker (Ms J.M. Freeman)—the Yanchep extension. Then it promised a bus lane for the people of Ellenbrook—the fastest growing area in Western Australia. In the Ellenbrook area alone, there are now over 50 000 people. The former government broke promises on Metro Area Express light rail and Yanchep and Ellenbrook rail, and it even broke the promise of a bus lane. It cannot be trusted with public transport. It cannot be trusted to deliver on its commitments.

In 2013, taking us all for mugs, it promised the Ellenbrook railway line again. It promised another bus. Some pictures were drawn. It then admitted that it got the sums wrong—what was \$50 million was actually costed by Treasury to be \$110 million—and there was absolutely no funding whatsoever provided in the forward estimates for a bus, a train, or anything. When the current Premier, then in opposition, raised the fact with former Premier Barnett that there was no provision for any form of transport infrastructure in the forward estimates, the former Premier interjected with, "They should have voted for Natasha Cheung!" That was outrageous.

[Member's time extended.]

Ms Jessica Shaw; Ms Lisa Baker; Mr David Templeman; Mrs Alyssa Hayden; Dr David Honey; Mr Terry Healy

Ms J.J. SHAW: The people of Brabham, Dayton, Whiteman Park and Ellenbrook voted for the Minister for Transport. What the Liberal Party did was outrageous, spiteful, petty and divisive. It just goes to show that the Liberals have absolutely no genuine commitment to the people of my electorate, Swan Hills, and the people of West Swan. It had the temerity to punish a community purely for seeing through its false promises.

I have some more articles here from 2013 about Ellenbrook rail, including “Ellenbrook railway line to wait ...”, as Colin Barnett breaks his promises again. I know the member for Southern River also got his hands on this article, “Liam Bartlett: WA railroaded again over public transport”. The member for Southern River quoted from it; I will not do that, but it tells an incredible story. I would, again, strongly encourage people to look at it.

Then we come to 2016. I have a certain fondness for Frank Alban, the former member for Swan Hills. He ran a clean campaign. He was very gentlemanly and I think he had the very best interests of the community at heart. Unfortunately, he could not rely on his party to come through for him or the people of Swan Hills when it came to transport. Seeing the horrific traffic congestion, he was begging for something. An article titled “MP in new Ellenbrook transport plea” stated that Swan Hills’ Liberal MLA, Frank Alban, wanted the abandoned bus rapid transit system back on the agenda. His plea was described as the latest chapter in a protracted saga. Poor old Frank; he was begging for it.

In May, he obviously got a little bit of a concession from his colleagues because they reheated the bus lane idea again, and in July they issued a tender. Then, in another blow to the poor people of Swan Hills, it clearly stated that it did not see a need for Ellenbrook rail for 30 years. I was in candidate forums with Frank where people were giving him a really hard time about the fact that the Ellenbrook railway line promise kept being broken, and I could see the exasperation on his face. In one forum he said how he really thought Ellenbrook needed a railway line but he could not get it through the Liberal Party. That tells members everything they need to know about the Liberal Party and its views on a railway line solution for the people of Ellenbrook.

As I say, compare and contrast. Compare the pair. We are getting on with it and we are delivering it. But I am concerned about noises coming from those opposite. As I was driving down from the Bullsbrook last night, I tuned into the debate of some of the speeches and then I was in the chamber at the very end of the evening, listening to a couple of speeches and I can tell members that it does not bode well. What it tells me is that leopards do not change their spots. Opposition members may say that they have gone to the back cupboards and had an epiphany, but it is not true. They are not behind rail. They do not understand it, they do not support the people of Ellenbrook, they never have and they never will.

When this government secured the commitment from the federal Liberal government for Ellenbrook rail, the Leader of the Opposition said it was irrelevant. What she thought about the project was that it was irrelevant. It is absolutely shameful. I think the people of Ellenbrook are irrelevant to the Liberals; it has neglected them for such a long time. Last night the member for Vasse questioned why she had not seen business cases. Clearly, she has not been listening, because the minister has gone to extreme pains to explain that the business-case process is currently under development. Listen, member for Vasse; you may actually learn something.

All the modelling and business-case work is being done at the moment. Unlike the Liberal members who made off-the-cuff, spurious commitments of \$50 million for bus lanes that, within hours, ended up costing \$110 million, with some pretty drawings, we are actually doing the work. We are doing the work and developing the business case. Maybe if the member for Vasse went out into the real world and actually worked on construction projects, and if the member’s party had any lived experience in delivering rail, that member might have some credibility in this space, but she absolutely does not. She should listen to the transport minister, who does. The transport minister has explained the process, and I would suggest that the member for Vasse listen up. I then had to listen to the member for Vasse’s shameless scaremongering—I would go so far as to suggest perhaps even moving into misleading territory—on Whiteman Park. Perhaps that member was just not listening again or she is unable to comprehend the answers that the minister has given her during question time. Again, stop scaremongering, stop putting the foot on the hose and get behind this project. The opposition needs to use its senses and realise that the people of Ellenbrook want rail. You guys have been a roadblock for long enough. Get out of the way and let this project happen. It is absolutely outrageous.

As I was driving down NorthLink, back from Bullsbrook, in the middle of the night, I was listening to all sorts of speeches. Before I talk about the one I heard that I thought was particularly amusing, I read the member for Bateman’s uncorrected transcript this morning, so I will not directly quote from it but will paraphrase from some notes that I made. The member for Bateman—the alleged finance whiz that he is—demanded a financing structure. He would realise that in the early stages of a business case or project development, the complex financing structure is not developed, because we need to know how much money we are going to need to spend and the time frames in which that money needs to be delivered as the project progresses through its various stages before we can put a financing structure together. It is very, very concerning that the member for Bateman, who is supposedly the finance whiz of the Liberal Party, is unable to comprehend that and that the member for Vasse has been manifestly incapable of demonstrating that she understands it.

Ms Jessica Shaw; Ms Lisa Baker; Mr David Templeman; Mrs Alyssa Hayden; Dr David Honey; Mr Terry Healy

I come now, finally, to the scariest of all the speeches that I heard last night, delivered by “the mortician”, the member for Cottesloe. It sent chills down my spine. First, it demonstrated that he manifestly just does not get it. He really does not get public transport. The Liberals missed such a great opportunity to draft a great young woman into the Parliament, but, at some point that has to happen, right? He delivered mortician-like, dead-pan commentaries on subsidies per journey and subsidies per route on each railway line. It was an incredibly narrow-minded commentary on and assessment of public transport. The Liberals just do not get it.

People who drive a long way, like my people in Ellenbrook, gain considerable social benefit and cost savings in saved commuter time. There is the petrol saving alone, when the cost of petrol is up in the mid-\$1.60s. We cannot apply a very narrow, very superficial, hysterical and scaremongering approach to an analysis of a project of this magnitude. There needs to be a well-rounded, comprehensive and complete understanding of public transport to debate appropriately a project of this magnitude. Liberal members keep demonstrating that they just do not have that ability. Then, again, we heard chief fearmongering on Whiteman Park and the breathtaking hypocrisy of Liberal members bringing Roe 8 into the argument, without even thinking about the need for that project to bulldoze through the pristine Beeliar wetlands. It is absolutely mind-bogglingly inept. I wait with bated breath to hear the other Liberal Party members’ contributions on this particular project. I am looking forward to it.

As the minister takes the house through this legislation during the consideration in detail stage and in her third reading speech, Liberal Party members really should listen up. They should have been listening up for the past two years, because if they had listened, they would understand what we are doing; they would understand what we have been up to in trying to deliver this project and they might have learned something. They might also realise that the people of Ellenbrook are on to them. We are not interested in their hysteria, false promises and abject lack of delivery capability on projects like rail and road transport. This is a great day for my community; we cannot wait for the train. I am so proud of this project. We are delivering Labor’s flagship Metronet commitment and railway manufacturing back to eastern suburbs communities at the Midland railway workshops. Eighty-seven per cent of kids from Ellenbrook will go on to TAFE. Jobs are now coming for those kids, delivered by this Labor government. We will deliver thousands of jobs in construction and in the building sector as those town centres are completed and ongoing jobs in cafes, restaurants and the civic facilities and institutions that will come into the town centres associated with the delivery of this project. We are doing it in a financially responsible way, which you guys demonstrated to the whole nation and world that they could not do in a financially responsible way; in fact, they are the shame of the Liberal Party with their economic wrecking. They got their sums wrong on so many other projects. We are doing this project in a financially responsible way without selling Western Power. Members should congratulate the Minister for Transport for her efforts in bringing this project before the Parliament. I cannot wait to get on the first train, and you guys should hang your heads in shame.

MS L.L. BAKER (Maylands — Deputy Speaker) [12.42 pm]: Thank you, Madam Deputy Speaker —

The ACTING SPEAKER (Ms J.M. Freeman): It is all right, Deputy Speaker is fine!

Ms L.L. BAKER: Madam Acting Speaker, thank you.

Very few people would be surprised that I want to speak on the Railway (METRONET) Amendment Bill 2019; it has been a long time coming. I have been listening —

Mr J.E. McGrath: Will the new train line run past a Dan Murphy’s?

Ms L.L. BAKER: It certainly will not in my electorate, but I understand the member for South Perth has a couple coming in his electorate. The member should have been a little more vocal in standing in front of them, I suspect. I must catch up with the member on that subject. While the member raised the subject, I am very, very proud to say that we do not have a Dan Murphy’s in Maylands. In fact, the rail line will run straight past what was going to be the site of a very large, 1 200 square metre, outlet for cheap alcohol, but a number of factors came to bear to help us prevent that, mainly my community’s steadfast opposition to it. Although we did not have a lot of money to back up our campaign, we had a lot of passion. Of course, member for South Perth, when the government changed and we moved on the liquor reforms, we saw some really significant ways we could help the community’s deep concern around the proliferation of large destination liquor outlets. This issue is not quite on the subject of the Metronet bill, but I thank the member for raising it. I did mean to talk to the member about that at some point.

This legislation has been a long time coming for me and I want to start by echoing some of my compatriots’ comments made last night. There were some interesting perspectives; there often is in this house. Each of us brings our own set of concerns and experience to the table and we often raise different issues, which is refreshing. Otherwise, we could be completely bored for the half-hour that we all speak. My issue is that I remember very clearly when the Barnett government first started to talk about the Forrestfield–Airport Link and what a remarkable project that would be. Indeed, I think we all thought it was a fantastic idea and I am sure that if Labor had won the 2008 election, we too would have built it. It was a fantastic idea and we sat in this chamber and listened with great interest to the plans to develop the Forrestfield–Airport Link. I remember having a heated debate in Parliament, led by the now Minister for Transport, about the fact that it should probably be named the “Bayswater–Airport Link”

rather than the Forrestfield–Airport Link. I do not mean to offend the member for Forrestfield, but given the rail line starts in Bayswater and ends near the airport, we thought that made more sense.

Mr S.J. Price: That's one way of looking at it.

Ms L.L. BAKER: That seemed to be a clearer description of what we were building underground. When the project started and it became obvious to me that Bayswater was going to be a fairly important link in the government of the day's plans around the FAL, we started to ask questions about what the hell would happen at Bayswater. It did not take many questions to find out that nothing was planned for Bayswater. That was deeply surprising and concerning to my community and very alarming to me, because when the trains start coming out of the tunnel to join the Midland line just before the Bayswater station, the first glimpse of Perth above ground many tourists coming from the airport will see will be Bayswater station. There was nothing inherently sinister about the Bayswater train centre, but it did reflect Doodlakine rail siding in about 1963.

We started the conversation with the government of the day by saying that it really could not just ignore Bayswater. We argued that point for quite a long time and it was met by various emotions. First, complete rejection of the notion that anything should happen at Bayswater because all the trains were going to just zoom past Bayswater train station. Then, incredulity that we kept pursuing the issue. With an increasing sense of alarm, we realised that absolutely no money was allocated in the budget to deal with any kind of upgrade of Bayswater except for—I will admit that this was absolutely essential—a disabled access plan. We absolutely needed that. It was small picture thinking really. I suppose that is a bit representative of the way in which the opposition now goes about considering and talking about public transport. I think everyone in this house would agree that Metronet is an amazingly innovative and visionary project. Metronet went a long way to convincing the Western Australian community that Labor still knows how to do it; we still know how to build railways. We might have been out of government for nearly nine years but, by goodness, we spent a lot of time planning what we wanted to do the minute the tables turned. When they did turn in 2016, we were ready with a plan for what to do in my electorate and with what will be the second biggest transport hub in the state when it is completed.

In the lead-up to deciding how to undertake work on Bayswater train station, we needed to ask people what they wanted. Again, it was pretty refreshing, considering in the previous eight years, no-one had spoken to anyone in Bayswater about what we needed to do at the Bayswater train centre. Certainly, no-one had spoken to my community to find out what it valued about the precinct, what it valued about living in Bayswater, having a train line running through its heritage precinct, what it really wanted to keep, and what it died in a ditch over, really. In November 2015, the now Minister for Transport and I had spent some time discussing that an ideal opportunity would be to start by having a focus group, a plenary session, with my community. I advertised that we would hold a forum in November at The RISE, which is a big community facility in my electorate that takes about 300 or 400 people. I have quite a bit of experience in community consultation planning, so that was not a problem for me. I called up a few people and we started to put a proposal together about how that night would be run. We put it out over social media, and I think we ran an ad in the local papers as well. I am not sure what the now minister thought she was going to get on that night, but I know she was as delighted as I was when she walked up the stairs and found over 200 people sitting in The RISE.

Ms R. Saffioti: It was the first and the biggest.

Ms L.L. BAKER: Yes, it was huge.

I suppose the reason so many people attended was partly the fact that both the Minister for Transport and myself had been talking about this in WA Parliament and in public for a very long time. We had acknowledged how Bayswater had been overlooked, and we had pointed to the fact that we needed to do some major planning work in this area, with the Forrestfield–Airport Link coming in. At that stage Metronet was just a vision that the party had, and we had not quite shaped it into a publicly released policy. We certainly knew that we wanted to do some major work in the public transport area for the future of this city. When over 200 people gathered together we asked them a range of questions about what they thought the city wanted, what they thought Bayswater should look like and what they thought should be the best way forward in public transport to retain both the heritage and character of our little village, but also bring some major development into the area. From that forum we got some plans and took them forward—I might talk about some of them in a bit more detail later—but it is safe to say that the summation of it is that Bayswater is an older, very traditional and heritage suburb. It has some high-value heritage architecture sites in it, and it is really close to the river. I have spoken in this place many times about the charm of this precinct and about its proximity to the river, and with Riverside Gardens quite close and the Eric Singleton Bird Sanctuary alongside Riverside Gardens, it is also a bit of a tourist mecca for environmental tourism.

The challenge for us was what to do with Bayswater when the Forrestfield–Airport Link came above ground at Bayswater, but then as this incredible vision started to emerge around Metronet, the planning started to happen in earnest and we came more towards the 2016 election, things started to coalesce. With the help of my party I was able to go out to my community and talk about a big picture for the future of this part of my electorate. I want to

remind members about what we promised in that 2016 election campaign, obviously starting with the promise to build the Morley–Ellenbrook line and a new station at Morley. We got a couple of extra stations than Morley; we have done pretty well, really. We have batted above our weight again and have some impressive changes coming. Labor committed to prioritising Bayswater for redevelopment. Whether that would be through working with the local government and it leading the project, or whether it would be a different way of pushing the redevelopment ahead through a redevelopment authority or a new model around how to plan this and move it forward, we were still working out the detail of that. But, as members would know, we have announced that we now have redevelopment authority jurisdiction over this site, and that will be worked out over the next 12 months and we will know more about how that will work in a few months' time.

Ahead of the 2017 election, Labor committed to keep the Meltham and Mt Lawley train stations open. Some members in this house would not even know that that was even mooted at any point in time, but it was.

Ms J.J. Shaw: I remember!

Ms L.L. BAKER: Thank you.

We had to do quite a bit of campaigning on that subject. They are not big train stations. As a girl I used to catch the bus from Darlington to Midland, and then the train from Midland to Mt Lawley on the Midland train line, jump off at Mt Lawley and walk to Perth College and then back in the evening on the way home. Mt Lawley does not have a huge number of passengers, but it is a very important link on the line. The Meltham train station is a bit of a similar creature. It is quite small and it does not have a huge number of people getting on and off the trains there at the moment. That is partly a function of the fact that we need to do more work in getting people onto trains, and that is part of this plan. Indeed, at the very heart of Metronet is the concept that we need to realise the vision for future growth centred around train stations, which leads to higher public transport use, shorter journeys and better access to jobs. The previous speaker, the member for Swan Hills, covered that very well as it applies to her electorate. That sentence about the vision around Metronet, about access to jobs and shorter journeys and getting more people onto trains is at the heart of my electorate, too. We are seeing people in the community, particularly urbanites, understand more comprehensively that public transport will be the way of the future, and it will simply not be sustainable to drive a car from Mundaring, Chittering, or wherever, in to a job in Perth, or even Bassendean or Bayswater. The cost of transport, the time involved, congestion on the roads, pollution and all those kind of things are going to come to play, and it will simply not be sustainable.

In other cities people are rewarded if they bring more than one person in their car with them into the city, and indeed, they cannot come if they are just driving on their own; they have to have more than themselves in the car. There are other benefits to be had. Bigger, more petrol-guzzling cars, cost more to register and whatnot in other countries. There are many ways to try to change cultural norms around this. I must admit that I grew up in Perth, Australia, so for me I have always just jumped in the car and whizzed in. When I was a kid I would jump in the car and pick up my mate on the way to a nightclub in Perth and we would drive back home again that evening, or worse still, hitch. I will not go into that; that is probably a thing of the past now. We are moving away from the notion of being able to do these long drives with the cost of petrol, so public transport is the way of the future, and I think my community is slowly coming to understand how vital that is and what a vital link Bayswater will be in that chain.

I want to remind members that Labor's other commitment was specifically to upgrade the train station at Bayswater. I have a three-dimensional model plan in my office, and thousands of people come in the door and demand to see the three-dimensional model! I am exaggerating slightly—there were a few, though. The 3D model was taken all around Bayswater. It was a bit of a celebrity, shown in various spots around my community. Many people like myself are deeply challenged when it comes to understanding two-dimensional diagrams that show how the train station will look, so the three-dimensional one was really great. I was able to put in trucks and pretend that they were getting stuck under the old bridge and do all sorts of things when I had the three-dimensional model, but do not tell the Metronet team because I was not meant to take the plastic off the top, which I did to get the trucks in. It worked quite well and everybody was giggling about it.

[Member's time extended.]

Ms L.L. BAKER: The other thing we promised going into the 2016 election was to fix level crossings around the state. The really critical one in my electorate is the rail crossing at Caledonian Avenue. I want to talk a little bit about what is happening at the moment with the work on that crossing. We have let my community know that, although it will be challenging to do the work that is required on Caledonian Avenue, we have costed a whole range of options. We will talk to my community about them so that they understand exactly the options we looked at. They included suggestions to go over and underneath the railway line—so rail and over and under solutions. They also included closing and redirecting roads. It is a pretty tight spot, but it was not when we first started the discussion. The big building on the block that housed what everyone in Maylands knew as Ross's Discounts and Salvage is now being developed into an apartment block complex. Work on that has only just started, but a second stage will go right up to the road on the other side of the crossing. Had that land been vacant we would have had

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the potential to do something there, but, unfortunately, the apartment complex is three-quarters of the way to being finished and we cannot use that land. There were all sorts of difficulties about putting in over and under crossings at that site. We have asked my community what they think is important and I am waiting on that feedback. But, in all honesty, it is hard to see how those who live in the area would be happy to have trains zooming past, cars travelling over the top and bridges over the top of them. The best option may be to close the Caledonian Avenue crossover. That is something we have been talking about for a long time. That is one option, but we cannot do nothing.

Mr Z.R.F. Kirkup: You can't sink the rail there?

Ms L.L. BAKER: No.

Ms R. Saffioti: You'd disconnect the entire community.

Ms L.L. BAKER: If we were to sink the rail, we would have to start 500 metres away and about 30 houses would have to go, basically.

Mr W.R. Marmion: What about ramp-downs?

Ms L.L. BAKER: There is not enough room for the right gradient; it would be like jumping off a side of Everest. The space is too tight to do a lot of work. I now know more about these issues than I ever anticipated. However, for the sake of my residents living around the Caledonian Avenue crossover, it is very clear on paper that it will be best to close the crossover and make major changes to the traffic flow around the area so that people can get on and off Caledonian Avenue and Whatley Crescent without missing Caledonian Avenue.

I had a really interesting talk with the local ratepayers association about this matter last week. Before I spoke to them, I had some trepidation, because as soon as you start to talk about closing things, people want to start to throw books, tins and coffee. Actually, they said it was a good idea and that we should probably do that. I am now waiting to see what the broader community who live in the area think, but it seems as though there is a real appetite for it. We are in discussion with the City of Bayswater at the moment on how we will put that model together, and on the right future as well. That is definitely a part of this.

I am really, really proud to say that we have ticked-off on all five commitments that the Labor Party made going into the 2016 election. Still to come is the sixth commitment for the \$50 million rebuild of John Forrest Secondary College. We have bought extra land to establish wetlands at Riverside Gardens near the Eric Singleton Bird Sanctuary. That is a big tick. The people of Maylands did not see much infrastructure or development in their area for a very long time—not until Labor got elected in 2016. People recognise and acknowledge that.

I am looking forward to what the future holds. Bayswater is the centre of my universe at the moment—I apologise to Maylands and Inglewood; they are running second best at the moment because this is such a big project and we need to focus all our attention and resources on it to get it right.

I will outline some other concerns. My community is also really interested in parking, and I have been hassling people about that. I should say hello to Owen, who is in the Speaker's gallery listening to this debate. Owen and I have become very close over the past 12 months while this has been developing. I think he has a close friendship with someone in my office who plays hockey and I am sure that there have been a lot of conversations about Metronet in the hockey coaching arena. Owen has been truly amazing and has helped a psychologist understand a set of engineering drawings. It has not been easy; it has been very challenging. Anthony is also doing some amazing work, running the broad Metronet project. I thank Natasha and the communications team. What a joy they are to work with. They do not get it right every time, but, by gosh, they get it right nearly every time, and when they do not get it right, I ring them and it is right again before I put the phone down. I am really impressed with their responsiveness, flexibility and agility on these issues. We do not always get to the answer that everybody wants, but their response has been really impressive.

Obviously, my community is worried about height and density and what the buildings will look like. That is all coming. The community has been involved and at my door all the way through this. I will give an example of how the community has influenced just a small but major part of this project. There is a whopping great big kurrajong tree and rose garden in the park near the train station. When major projects are done, people might think that it is dorky to complain about what will happen to a rose garden and kurrajong tree. But these are things that really matter to people in their neighbourhoods—they really, really resonate with people—and if we get it right, it goes a long way towards the project's credibility in the long term. The Metronet team was very quick to work with the City of Bayswater to relocate the rosebushes. They have been moved a short way down the road. It was really important to do that. I know it sounds weird, but when they dug into it—pardon the pun—they found people's ashes had been put on the rosebushes and there were some really historic stories about the garden. When we found out that people's loved ones were fertilising the rosebushes, we made sure that the process was carried out in the right way. That happened. The Metronet team did a great job and the rosebushes were planted into a new home.

Then there is the kurrajong tree. The community committee, which had been set up to work on this matter with the City of Bayswater and the Metronet team, wanted to know whether the kurrajong tree could be saved. It is a big

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tree. It has really great stature and is beautiful. The community wants to keep it. An arborist was called in to look at it and came up with a plan to move it. That was the easy part. If members think getting a boab tree from the Northern Territory to Kings Park was difficult, they should know that more people have been involved in moving this kurrajong tree. There have been opinions about where it should go and how it should get there. It is going to the Bert Wright Park on King William Street, towards Guildford Road. Its new home is quite beautiful and is right on the side of the park. It is going to be moving in with lots of new friends, so the community is very happy. It is quite small by comparison. There will be a major moving ceremony, so if members reckon that AC/DC is going to be big in Fremantle, wait for the kurrajong tree move—it is going to be bigger! If I can get a good artist to play on the back of a truck while we move that tree, I am so doing it!

Mr D.R. Michael: The member for Mandurah will probably do it!

Ms L.L. BAKER: Yes.

Mr D.A. Templeman: They can always have John Williamson with *Rip Rip Woodchip*!

Ms L.L. BAKER: I am hoping Hansard did not catch that. I do not think it is the kind of thing my community needs to hear from the Minister for Local Government! Slap that man quickly, in a very non-aggressive fashion!

I will finish off by saying that we recently announced the Metronet east redevelopment area, which is basically a signal to the community that we take this incredibly seriously and that we are very, very certain that we need to make the right decisions and keep this moving forward. The Minister for Transport and the Metronet team have had to deliver against some pressing time lines. I am going to draw through it with highlighters to get the attention of all concerned in this redevelopment on things like ongoing place activation. We have some fantastic local groups such as the Bayswater Historical Society, which has a fantastic vision for some sleepers—some wood that was saved from the old Seventh Avenue Bridge can be used as a really fabulous art piece along King William Street. The society will need a bit of funding to help with that. We will be continuing street festivals throughout the construction phase. It is really important that people in my community go along and feel part of this construction, rather than stand back and have it done for them. Not everybody will love what is happening, because it is going to change Bayswater fundamentally and forever, and I have never, ever shied away from telling people that, but at the end of the day it is going to be a remarkable place to live and work. I am incredibly proud to have been the member through the last election, when this came to fruition, and I very much look forward to helping the Western Australian McGowan Labor government put all these pieces in place in time and on budget, as we suspect we will be able to.

MR D.A. TEMPLEMAN (Mandurah — Minister for Local Government) [1.11 pm]: I am very pleased to be able to make a contribution to the debate on this very important legislation. Like only a couple of people in this house who were elected at the 2001 election, I am very acutely aware of the importance of the Railway (METRONET) Amendment Bill 2019, given that it was the Gallop government that, of course, introduced the legislation that saw the long-awaited train line to Mandurah come to fruition. It was very, very good to see that legislation. I cannot help but think, in listening to some of the contributions from members on the other side, that there are *deja vu* moments. I loved the mortician reference in the contribution of the member for Swan Hills. There was a wonderful depiction of the approach by the member for Cottesloe in his contribution. His contribution was mirrored by the members for Vasse and Dawesville. The member for Dawesville is starting to remind me more and more of Michael Portillo, who is a Conservative former Chancellor of the Exchequer, I think.

Dr A.D. Buti: I don't know if he was the chancellor, but he was a senior minister.

Mr D.A. TEMPLEMAN: He was a senior minister of a Conservative government in the United Kingdom who now spends his time travelling the world on great railways with his *Bradshaw's Handbook*, which dates back 150 years. He wears his very dapper clothes —

Mr Z.R.F. Kirkup: I'm with you so far!

Mr D.A. TEMPLEMAN: — his three-piece vest and his clothing. I like Michael Portillo; he is actually very good.

Mr W.R. Marmion: He is a lot older than the member for Dawesville!

Mr D.A. TEMPLEMAN: He is. But when the member for Dawesville made his comments, he constantly interjected about people like the federal member for Pearce: "What about us? Don't forget us. We thought of it first. We did this. It was all our policy. It was all everything we want to do! Wah, wah, wah!" The problem is that history shows it as though we were holding up Bradshaw's guide to Western Australian railway history. History shows that it ain't on your side, son! History is not on the member for Dawesville's side. We only have to look at what has happened to the railways in the member for Roe's electorate—the tier 3 rail lines, which saw their demise under a Liberal–National government. The member for Roe did nothing about the demise of that railway system. He is supposedly representing people in the regions, yet he sat by and did nothing while that tier 3 rail infrastructure

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deteriorated and was jettisoned. When Bradshaw's guide looks at the history of tier 3 rail in Western Australia, it will clearly show that it was destroyed by the Barnett–National Party government during the period 2008 to 2017.

Dr A.D. Buti: Royalties for regions didn't help, did it?

Mr D.A. TEMPLEMAN: No! It will probably read, "Despite a lot of experience and money that was available at the time, they failed to act." That is what it will say. History will show that for a number of rail projects and, indeed, rail lines in Western Australia, the other side is very poorly represented. It was quite right of the member for Southern River to highlight in his excellent speech—it was one of the best speeches I have heard here—and give a great account of what has happened in terms of rail history, particularly with the metropolitan rail system in the Perth metropolitan area, stretching down, of course, to the regional city of Mandurah. In the member for Southern River's absolutely accurate account, we heard that every time there has been a proposed expansion of the rail system in Western Australia, particularly more recently in the metropolitan area, someone has been standing against it. Who was that? Who has been putting up the impediments? Who has been constantly changing their mind? We know that is a classic case with the Ellenbrook proposal. It is the Liberal Party and the National Party. Those two parties have a history of opposing rail infrastructure. The National Party does not want it to happen in the metropolitan area. I am sorry, but people live in the metropolitan area and, in my view, they have a right to access public transport. Indeed, when people like me from the regions come to Perth, they utilise our public transport system, as they should. That system is not just for people who happen to live in the metropolitan area; it is a system that is utilised by and available to all people of Western Australia, and those who live outside the metropolitan area can access it when they are visiting. That is logical. This sort of country–city divide that the National Party continues to articulate is absolutely built on fallacy, because it could not even save the tier 3 rail line when it was in power. It was closed, shut down, and now the National Party complains and says that the regional roads in Western Australia are suffering, and why do we not do something about it. Why did the National Party not do something about the tier 3 lines when it had the chance? It was a little lily in the cabinet. No wonder some of the National Party representatives in the cabinet would advocate an exit from the cabinet room: "We don't want to be part of this!" What a pathetic thing for the National Party to do. We do not have our own Bradshaw's guide—I might write one! I think it is time to write a new guide.

Ms R. Saffioti: The Templeman guide!

Mr D.A. TEMPLEMAN: The Templeman guide to railway history in Western Australia. It would read very clearly that it is Labor in government that delivers rail. It is Labor in opposition that advocates for it; it is Labor, when returned to government, that delivers on its rail promises. I want to highlight to members the legislation that we have before us, which relates to the Ellenbrook line issue. When we look at the Mandurah rail line, let us put aside from the Templeman guide to railway history that it was a Labor government that reopened the Fremantle line, which had been closed by members opposite. A former conservative government was brought down ultimately not only by Labor coming to power in the early 1980s, but also by a very strong Independent member for Subiaco, the late Tom Dadour. Tom Dadour of course badgered the then Premier, Charles Court, about the decision to close the Fremantle rail; indeed, he not only railed against that decision, but also became an Independent. That lack of foresight has been epitomised in the contribution to this debate by the member for Cottesloe. Had the member for Cottesloe worn a cardigan during his speech, he would have especially epitomised the 1950s conservative look with regard to such projects. A man who in his previous life worked in very important industries is suddenly concerned about a whole range of flora and fauna. He read out a list. He has suddenly found his inner environmental concerns, purely for convenience.

We also need to remind the Parliament—because history is important; history does repeat itself—that Labor keeps building railway lines. We keep expanding them. The Lawrence Labor government electrified the entire metropolitan rail system, and extended it through to the then burgeoning northern suburbs, which have continued to grow rapidly. That is why the Ellenbrook line becomes important, the Byford line becomes important, the connectivity on the Thornlie–Cockburn line becomes important, the airport line to Bayswater becomes important, and the northern line to Two Rocks becomes important. It is about connecting people. It is about connecting communities to economic opportunities. This is what it is about.

Why are members opposite so dumb? They do not get it. They never have got it. History shows that they never have got it. That is why we do not believe the member for Dawesville, the member for Vasse, the member for Cottesloe and any others who are out there when they talk about rail. *Bradshaw's Handbook* shows clearly that they have not delivered. We know with regard to commitments to the Ellenbrook community for the Ellenbrook line that it is their turn to be connected. It is a well-deserved turn. It is the turn of all those communities along that proposed line to be connected. It is the turn of the people in Two Rocks and Yanchep, and the communities further north of where the rail line currently finishes near Currabine, to be connected.

It was also our turn in Mandurah. I remember very well that the people who were sitting on the other side of this place and who are no longer here put the same old arguments as the 1950s cardigan-wearing member for Cottesloe.

They said things like, “It’s too early. It will never happen. You’re way too early. There are not enough people there.” They told us that no-one lived in Mandurah; there were only cows. This is real stuff. It is in *Hansard*. Go and look at it, member for Dawesville. They said it. The people of Mandurah said, “Wait a second.” Back then, we had a population of nearly 70 000. They said, “It’s our turn.” It was only the Labor Party and the Labor government that committed to the railway line to Mandurah. The member for Dawesville said, “No; wait, wait, wait. In 1999, we put some legislation through.” But the Liberals do not ever follow up on anything. In the dying days of the Court government—as that government came to an end—of course it was desperate. Government members said, “We’ll throw that in there, because it will look as though we’re going to do something.” They did not do it. I still remember the lead-up to 2005 and 2007, and when the Mandurah rail line was finally opened on 23 December 2007—it was one of the best days in my community. I think about 20 000 people turned up at the railway station to welcome the first train from the city. The late Dudley Tuckey and his wife were there. The then mayor, Keith Holmes, was there, celebrating a commitment and a delivery. The same thing will happen for the people of Ellenbrook. They endorse this. Get it! Understand it! They endorse this proposal. They understand what railway lines do for communities and economies, for participation, and for connecting people to where they want to work, study and visit. Our railway system in Western Australia, particularly in the metropolitan area, is one of the best in the world—it is. The Metronet project will connect it all together. It makes a difference to communities. It makes a difference to people’s lives.

To give an example, seniors in my electorate can get on the Mandurah train and visit their families in Perth. They can visit the city. They can connect with their community. That is fantastic. I have one piece of advice: do not go to Mandurah station at five minutes to nine in the morning, because that is when all the seniors are waiting for the first train for which they can get a seniors’ concession. There is a huge crowd. I have done this a couple of times. I have said many times, “Don’t get the train with the seniors’ concession!” They are all there, waiting for the train. They love it. They are the biggest endorsers of our train system, and they use it regularly and effectively. They are great advocates for it. Members on the other side should get on board, for goodness sake, rather than try to put spikes in the rail. That is what they always do. They hate the fact that people love rail.

I cannot believe that the member for Cottesloe would denigrate the people of Western Australia and their understanding of the economics of rail by saying, “It’s very expensive. It’s very highly subsidised. I’m very concerned about that, and my people in the western suburbs are very concerned about that, even though my party closed the railway line that went through the western suburbs to Fremantle.”

Dr A.D. Buti: They wanted to sell the land.

Mr D.A. TEMPLEMAN: They wanted to sell it, yes. He said, “I’m very concerned about that. I’m also very concerned about the potaroo, and I’m very concerned about Whiteman Park.”

Ms S.E. Winton: And the birds.

Mr D.A. TEMPLEMAN: Yes, and the birds. He said, “I’m very concerned about that”. Member for Cottesloe, you are off the track, son! The member for Cottesloe is like one of those one-way spurs to nowhere! Even the people in the western suburbs do not support him on this. They understand the economics of getting people out of cars and onto bikes and cycleways, and onto public transport. They understand it. They get it. The people in his electorate are very intelligent people, but the member for Cottesloe denigrated them in his speech. He also denigrated all the other people in Western Australia. He thinks they all believe it is too expensive. He forgets about all the benefits that a railway line extension brings to the Western Australian public, to the environment, and to the social and economic development of communities. It is time for the Ellenbrook rail line.

I used to have a great time in Parliament with this member. I used to call him “Duffy”. Was it the member for West Swan?

Ms R. Saffioti: Swan Hills.

Mr D.A. TEMPLEMAN: Swan Hills, yes—I used to call him “Duffy”. That is because he reminded me of the character in *F Troop* called Duffy. But I got it wrong. It was not Duffy whom I was referring to; it was Private Dobbs. For those who remember *F Troop*, he was the one who used to play the bugle. He would start to play the bugle and an arrow would fly in and strike him in the mouth. He also had a hat. He was always frustrated by the captain, because the captain kept changing his mind. That sounds very similar to Colin Barnett and the former transport ministers—there were a couple of them—in the previous government. They kept changing their mind, “Humph, we might get a little station over there in Ellenbrook.” They then said, “No, we won’t. We’ll get a little bus, a dedicated bus service, that’s what we’ll get.” Poor old Duffy was putting his train hat on, and then he was taking his train hat off, and saying, “Oh, captain, I don’t know what you’re telling me! Is it a train? Is it a bus? Is it a Scalextric set? What is it?” That is how Duffy would act. To his credit, I used to get on really well with him.

Ms R. Saffioti: He’s a nice guy.

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Mr D.A. TEMPLEMAN: “Frankie”—he was good. The trouble for “Frankie” was that he kept playing the line that was being pushed by his transport ministers and the Premier of the day: “Don’t worry; stick with us Frankie; stick with us Duffy. There he is. We’ll be right; you’ll be fine. We’ll get to there. Everything is good. Oh, yes. Maybe we are not going to build a rail line to Ellenbrook but we’ll have a bus. It’ll be a good bus; it’ll be a magnificent bus, don’t you worry about that.” They kept changing. Poor old Duffy was taking his hat off and putting it back on. Poor old Duffy. He did not know where he was.

Ms S.E. Winton interjected.

The ACTING SPEAKER: Member for Wanneroo!

Mr D.A. TEMPLEMAN: He was probably thrown under the bus. Do not take this the wrong way. In her discourse—only in discourse—the member for Vasse reminded me of the character from *Little Britain*, Vicky Pollard, who said, “We support it. Yeah but, oh but no, but yeah, but no, but. You didn’t; we also think but; yeah, but; oh, no but. Yeah, but, no but.” This is how she was in her conversation in her dialogue. The Liberal Party was all over the place. The National Party is all over the place because it loves destroying railway lines, closing them down or blowing them up. The member for Roe would be there, with his little sticks of dynamite and the member for Geraldton behind him saying “duck”! And off it goes. Everything has blown through the roof. “Now we’ll put all the trucks on the road; that’s the way to go; that’s what we want. Oh, yes; that’s a good idea. That is what we will do.” Members opposite have no history. The Brabham’s guide to the railway history of WA will always show this.

The ACTING SPEAKER: Bradshaw’s.

Ms R. Saffioti: Bradshaw’s.

Mr D.A. TEMPLEMAN: Bradshaw’s.

Dr A.D. Buti: Get an extension.

Mr D.A. TEMPLEMAN: Yes, I will have an extension, please.

[Members time extended.]

Mr D.A. TEMPLEMAN: Thank you, member for Armadale; you are on a roll, son!

Mr T.J. Healy interjected

Mr D.A. TEMPLEMAN: Hello folks in the gallery who have just joined us.

Ms R. Saffioti: It’s not always like this.

Mr D.A. TEMPLEMAN: This is not a normal discourse, but this Ellenbrook line bill is very important.

But as *Bradshaw’s Handbook* would show, history shows that the WA Labor Party in government delivers railway lines. Several members: Hear, hear!

Mr D.A. TEMPLEMAN: The WA Labor Party in opposition advocates and commits to policy to deliver railway lines, and on election they happen. The Liberal Party and National Party close railway lines, blow some of them up and indeed make all sorts of excuses why they should not happen and that is why the people of Ellenbrook and the people of —

Ms R. Saffioti: Brabham.

Mr D.A. TEMPLEMAN: — Brabham, yes—the people of Yanchep and the people of Byford will get a railway line under a WA Labor government. Under members opposite, because they have already told us, they will reallocate money back to Roe 8 and 9 if they are successful. What will that mean for Metronet and the railway lines we are proposing? They will be gone; they will be dead; they will be cut; slashed and blown up. History repeats.

What needs to happen is very clear. Support this Railway (METRONET) Amendment Bill and get it through the upper house. Let us get the Ellenbrook railway line built because the people there deserve it. It is their turn just as it was the turn of the people of Mandurah and is the turn of the people of Byford and the people further up in the northern suburbs and the people who need to be connected from Cockburn to Thornlie. It will happen under a WA Labor government.

MRS A.K. HAYDEN (Darling Range) [1.34 pm]: Thank you very much, Acting Speaker. I want to start by congratulating the member for Mandurah for an outstanding performance. I wonder whether he is auditioning for the upcoming *AC/DC Highway to Hell* event! I think he would make a great Angus. If he wants to do it, he will get my support. However, I have to say that this whole debate —

Mr D.J. Kelly interjected.

Mrs A.K. HAYDEN: I know everyone is eager to have their say during my speech but I am trying to be a bit complimentary at the beginning, if I may. This whole debate has shown the true talent of members on the other

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side; that is, they are able to act, deliver some amazing lines and make up history as they see fit and embellish any stories. Because as we all know, one never lets the truth —

Ms S.E. Winton interjected.

The ACTING SPEAKER (Ms M.M. Quirk): Member for Wanneroo, I call you to order for the first time. Member for Wanneroo, you sit in this chair and you know darn well that you are being unparliamentary and disorderly.

Mrs A.K. HAYDEN: Thank you very much, Acting Speaker. At the beginning, I was congratulating the member for Mandurah for his outstanding performance. I will fully endorse and support him, as I believe everyone on this side will if he wants to be part of the upcoming *Highway to Hell* event. Other members can also play a role because their acting ability and skills were completely on display during this whole debate. Swan Hills was screaming to the Tina Turner tune. She did that very, very well. And Southern River—mate, you will only ever get in the chorus line because I do not think you will ever be a front-liner.

We have heard some amazing comments. I want to start by just confirming the position of the Liberal opposition as put by our shadow Minister for Transport, the member for Vasse, that we are fully supportive of the train line to Ellenbrook and of this bill to enable it to finally happen. I say “finally happen” because members have gone through the history of the Ellenbrook rail line. It has been a one-sided history lesson, so I thought I might add another side to the history lesson because, as we all know, there are three sides to every story. Hopefully, voters will get the Labor side and our side and decide the truth for themselves in the middle. I will tell them right now, the real truth was in 2008 when the Ellenbrook railway line was promised by then Premier Alan Carpenter. That was the first promise for the Ellenbrook rail line.

Several members interjected.

The ACTING SPEAKER: Members!

Mrs A.K. HAYDEN: Yes, as the member for Southern River said, I said the people of Ellenbrook were not expecting a railway line. They were not. The population was brand new.

Mr T.J. Healy: Didn’t match the promise?

The ACTING SPEAKER: Member for Southern River!

Mr T.J. Healy interjected.

The ACTING SPEAKER: Member for Southern River!

Mrs A.K. HAYDEN: Can I finish my speech; you have given yours!

Mr T.J. Healy interjected.

The ACTING SPEAKER: Member for Southern River!

Mrs A.K. HAYDEN: In 2008, Alan Carpenter came out to Ellenbrook and promised a train line to Ellenbrook. As most oppositions do, the Liberal Party said that if the government is promising this, we will match the promise and said that if the Premier thinks there is a need for an Ellenbrook train line, obviously, the Premier would have done his research—assessed it and done the feasibility study before making a promise of this magnitude. We came along and matched the promise of the then Premier, who we have to admit was in his dying days of that campaign. That would have been the longest, slowest, most painful campaign the Labor Party has ever experienced. It was an election that he called way too early during the Olympics. We do not mess with Western Australians and their sport, as the Premier found out. That, obviously, delivered the then government a massive loss at that election. However, the Premier announced it and the opposition matched that promise.

What happened after the dust had settled from the election win? As I think the member for Swan Hills suggested earlier, the minister went looking for paperwork. Just like that, the new Liberal–National government went looking for paperwork after the 2008 election and found that there was no feasibility study, no costing, not even a scribble on the back of an envelope for a rail line to Ellenbrook. The Premier of the day went out with a commitment to build a massive project without even a scribble on the back of an envelope for a plan on how to deliver.

Point of Order

Dr D.J. HONEY: Madam Acting Speaker, this side listened in silence to the insults from the Leader of the House and since the member for Darling Range has been standing up, we have heard a constant stream of comments from the member for Southern River and other members in this place, including the minister. I believe it is completely inappropriate and I ask you to get them to cease.

The ACTING SPEAKER (Ms M.M. Quirk): There is no point of order, but I would counsel members who seem to be a little intemperate in their consistent interjections. Tone it down, please.

Debate Resumed

Ms Jessica Shaw; Ms Lisa Baker; Mr David Templeman; Mrs Alyssa Hayden; Dr David Honey; Mr Terry Healy

Mr D.R. Michael interjected.

Mrs A.K. HAYDEN: Thank you, Madam Acting Speaker. I love the respect your position holds in this place.

As I said, there was not even a scribble on the back of an envelope for this major plan to Ellenbrook, so, as any responsible incoming government would do, we did a feasibility study. That feasibility study was done by October 2009. The election was in 2008 and by October 2009 a feasibility study had been completed and publicised. The study looked at two routes—an eastern route and a western route. The eastern route went down Lord Street to Bassendean. The western route went down Reid Highway and Tonkin Highway to Bayswater, which is roughly the government's plan for the Ellenbrook rail line. At the time of that feasibility study, it estimated that by 2031 only 1 400 people would be using the eastern route and only 2 000 would be using the western route. At the time, in 2009, 8 000 people were using the Joondalup line. We had a line that had 8 000 passengers and were looking at building a line that was not going to attract anywhere near that number—it would only attract up to 2 000 by 2031, 20 years later—so the responsible thing to do, which was in the feasibility study, was to say that the line was not viable right now. We decided to put it on hold, not to do it then, and to wait until it was viable. We all know that public transport runs at a loss. To invest in a train line that would attract only an estimated 2 000 people by 2031 would have been an irresponsible decision.

The real issues for the people of Ellenbrook were also noted at the time, which were roads. There was only one entry and exit point into and out of Ellenbrook at that time. A truck rolled over at the roundabout, which made everyone in Ellenbrook hostages for hours until the chemical spill could be cleaned up and the truck removed. Another entry and exit road was far more important to the people of Ellenbrook, and was delivered under the Liberal government. Drumpellier Drive was created and opened, and a set of traffic lights was later put in at the intersection. Another major issue for the people of Ellenbrook was congestion on Gnangara Road and Lord Street and out to West Swan Road and Beechboro Road. It was an absolute nightmare to get in and out of Ellenbrook. A train was not required at the time; better roads were required. That is why this government took the money and instead of putting it into a project that would look after 2 000 people by 2031, put it into looking after every resident in Ellenbrook and its surrounds by dualling Gnangara Road, and putting a roundabout at the intersection of West Swan Road and Gnangara Road. Our government put lights at the intersection of Reid Highway and Lord Street and at the intersection of Beechboro Road and Gnangara Road. Money went into improving the roads, which I can tell members, every Ellenbrook resident was extremely happy with. We worked well with the City of Swan and delivered the major road infrastructure that was required. To say that the rail line was dead was simply local politics—people jumping on soap boxes and trying to make a name for themselves in opposition.

We also delivered extra bus services that enabled people to get out of Ellenbrook to Bassendean, where they could catch the train to Midland or the city. There is also a bus that could take them to the Galleria. I can also tell members that not all people in Ellenbrook wanted to go into the city. A lot of them worked in Midland, so they wanted to go there. A lot of people wanted to get to Joondalup, so a train line going just to the city would not have provided them with the transport options they required. A bus service was able to do that far more quickly—immediately, instead of having to wait for a train line to be built—and take them to multiple destinations. That is what the previous Liberal government invested in and why we won the election in 2013. People did not turn against the Liberal government —

Ms J.J. Shaw interjected.

The ACTING SPEAKER: Member!

Ms J.J. Shaw interjected.

The ACTING SPEAKER: Member for Swan Hills!

Mrs A.K. HAYDEN: If you had been here earlier, you may have learnt something.

Ms J.J. Shaw interjected.

The ACTING SPEAKER: Member for Swan Hills!

Mr T. Healy interjected.

The ACTING SPEAKER: Member for Southern River, you are called to order.

Mrs A.K. HAYDEN: As I was saying before Tina Turner joined in, we then had —

Withdrawal of Remark

Mr T.J. HEALY: I ask the member to withdraw the comment. She called her Tina Turner. The member for Darling Range called the member for Swan Hills Tina Turner. I ask her to withdraw.

The ACTING SPEAKER (Ms M.M. Quirk): I am sorry. I did not hear that over the yelling.

Ms J.J. Shaw: I'll own it!

Ms Jessica Shaw; Ms Lisa Baker; Mr David Templeman; Mrs Alyssa Hayden; Dr David Honey; Mr Terry Healy

Mrs A.K. HAYDEN: I would, too.

Debate Resumed

Mrs A.K. HAYDEN: As I was saying, we delivered those roads —

Mr T.J. Healy: Lied!

Mrs A.K. HAYDEN: Excuse me. Grow up.

Mr D.J. Kelly: You know what you did!

Mrs A.K. HAYDEN: Yes. I know exactly what we did. We delivered roads for Ellenbrook. We also started all the work on the NorthLink.

Mr T. Healy interjected.

The ACTING SPEAKER: Member for Southern River, that is two. Thank you.

Mrs A.K. HAYDEN: We also started all the work on the NorthLink project, which all the Labor members are now pretending was theirs. The NorthLink project which includes the road from Perth to Darwin, the Swan Valley bypass and all the different names it has had in its past is a fantastic piece of infrastructure which is delivering more road access for Ellenbrook and beyond and enabling space for the train line to come.

I go to broken promises. In 2008 the Labor government committed to a train line. The member for West Swan champed on that for years. I think it was in 2013 that a small toy train was delivered to everyone's mailbox, saying that she would deliver a train to Ellenbrook. I think that is the closest they will get from this minister—a toy train.

Ms J.J. Shaw: So you don't support the project?

Mrs A.K. HAYDEN: You were not here earlier and did not listen earlier, so stop interrupting.

The ACTING SPEAKER: Member for Swan Hills, I call you to order for the first time.

Mrs A.K. HAYDEN: In 2008 Labor promised and on 9 February 2017 it promised that construction on the Metronet Morley–Ellenbrook line would commence in 2019. Where are we now, members? We are near the end of October 2019. I do not see any construction that has been started on the Ellenbrook train line.

Ms J.J. Shaw interjected.

The ACTING SPEAKER: Member for Swan Hills!

Mrs A.K. HAYDEN: Not one thing started!

The ACTING SPEAKER: Sit down, member. Member for Swan Hills, the member has already said that she is not inviting interjections from you. It might be difficult to tolerate, but can you at least respect this house. I call you to order for the second time.

Mrs A.K. HAYDEN: Thank you, Madam Acting Speaker.

From February 2017 there is a picture of, I have to say, a very trim looking Mr McGowan standing in front of a train saying that he will deliver the construction of the Morley–Ellenbrook line to commence in 2019. I have a screenshot from the Western Australian government website for Metronet earlier in 2019. It is not there now; it has disappeared. We know why it has disappeared. It said that the project target is that in 2022, potential Morley–Ellenbrook line construction will start in Bayswater. The election commitment was made in 2017 that Labor would do the Ellenbrook line and it would be its number one priority. We then heard that construction would start in 2019. Do not hold your breath, members, because that is nearly gone. Then we heard that Morley–Ellenbrook line construction would potentially start in Bayswater in 2022. My understanding of “potential” is that it may happen or it may not happen, if the government wants it to happen, it can dust it off again and talk about it at the next election and keep champing on because it has no new ideas. Here we go. It is our priority. It is going to start in 2019, and then, potentially, in 2022. Minister, my question about this bill is: when will people of Ellenbrook actually be able to board a train in Ellenbrook—not potentially board it or when does the minister want to pretend that she will do it; when will they actually be able to board a train in Ellenbrook?

My fear is that this is how the government has treated the Ellenbrook rail line. I know that the minister has a personal commitment to this line. I know she does. I know she means every word about wanting to deliver this. She is hanging her hat on the Ellenbrook train line. She has worked hard to make sure she is in the position to make it happen, so I congratulate her for that; I honestly do. But my fear is that if this is how her favourite project is being treated, what will happen to the other projects? That leads me to Byford rail: I feel that Byford rail is going to be another Ellenbrook rail problem. In 2016, we had a loud and proud promise by the Labor Party's then candidate for Darling Range, saying that his number one priority was to deliver the rail line to Byford.

Several members interjected.

Ms Jessica Shaw; Ms Lisa Baker; Mr David Templeman; Mrs Alyssa Hayden; Dr David Honey; Mr Terry Healy

The ACTING SPEAKER: Members!

Mrs A.K. HAYDEN: The Labor Party's candidate's number one priority was to deliver the Byford rail line, just as the minister's number one priority is to deliver the Ellenbrook train line. But then, sadly, what do we see? We see the Byford extension identified through the Australian government's Infrastructure Australia website. We must remember that Infrastructure Australia works with the state government, and the state government goes hat in hand to ask for assistance and support for major projects. Therefore, I find it very cute when the government has a go at Hon Christian Porter, the member for Pearce, who wants to deliver the Ellenbrook train line, yet, at the same time, the state government asks the federal government for money to deliver the Ellenbrook train line. That is how it works. On the Australian government's Building our Future web page, under the Byford extension project description, we read that the final business case is expected to be completed in late 2018 and construction from 2020–23.

[Member's time extended.]

Mrs A.K. HAYDEN: The WA Labor government takes information to the Australian government to get access to funds—which is its job—and says that the actual final business case for the Byford rail will be completed in 2018. We are now in October 2019, and the business case has not been completed. The WA Labor Metronet website states that it will commence in 2021, whereas it is out at 2023 on Infrastructure Australia's website. The Byford rail extension media release from the minister herself states that the government has successful funding from the Liberal federal government; she acknowledges funding from that. But then it says that phase 2 involves further business case development, exploring potential station locations and land opportunities. Here we are at September 2019 when the minister said phase 2 of developing the business case had not even started, yet the Australian Liberal government had the understanding that the business case would be finished in 2018. Members can see my concerns. Ellenbrook, the number one priority for this minister, is not being delivered, as the government promised, in 2017. It potentially, maybe, could be there in 2022. The Labor Party's then candidate, who became its member, said that Byford rail was his number one priority, with the minister saying that we would have a business case by 2018, but she said in September 2019 that the government had not even started the second phase of the business case. Therefore, I have a real concern that all we see from this government is talk. We see no real action on delivering one piece of rail line for the people of Western Australia.

Mr T. Healy interjected.

Mrs A.K. HAYDEN: The Forrestfield rail line was started —

The ACTING SPEAKER: Member for Southern River!

Mrs A.K. HAYDEN: — under the Liberal–National government, and the only project that this government is even working on is the one that was started under the previous government. For all its promises for Metronet—all its promises and talk of how many jobs it will create—I want to know when these will happen. I think the people of Western Australia want to know when. When will the people of Ellenbrook be able to board a train? When will the jobs be delivered to actually build this train line? Byford rail was meant to be a number one priority for the Labor Party's then member for Darling Range, but it has now been pushed out to the government's last priority for Metronet, as was put out in one statement. When will the people of Western Australia, Ellenbrook and Byford actually see the delivery of a train line?

As I said, my fear is that Byford and all other stations will be another Ellenbrook rail line story, with the minister using it as a soapbox opportunity to get up and keep dusting off the same old policies. We have not seen anything new whatsoever from this government. We have seen no new work, no new jobs and no new construction started on any of these Metronet projects. As I said, I would appreciate having an understanding from the minister to let people in Ellenbrook know when they will have a completed station and when they can actually hop on a train.

I would also be very interested to know what the Town of Bassendean thought about the change of route going to Bayswater. Back in the day when it was being discussed, the Town of Bassendean was quite excited about the opportunities it was to bring to them—that is, having people from Ellenbrook come to the Bassendean station and hopefully get a bit more foot traffic to support its businesses and community. I would be interested to know whether the Town of Bassendean was consulted and how it felt about the change.

I am also a bit concerned about the impact it will have on the Midland line. I welcome the announcement of relocating a new train station for Midland. As members know, I advocated for that, and I am pleased that the government is doing that. It makes absolutely perfect sense to have a train station aligned to the new hospital in Midland. That is fantastic news. But I am concerned about whether there will be a reduction in running times on Midland train lines. The Midland station is a very popular station, with everyone coming from the hills through to the Midland train station. Also, I know that the local shops around there rely on that traffic to the train station, so with that additional line coming into Bayswater, will there be an impact on the Midland train line? Can the minister explain what that impact will be? Is there any truth in the rumours buffering around that there could be a reduction in running times for the Midland train line?

Ms Jessica Shaw; Ms Lisa Baker; Mr David Templeman; Mrs Alyssa Hayden; Dr David Honey; Mr Terry Healy

Those are my main concerns that the minister can quite easily answer in her second reading reply. But, as I said at the beginning of my speech, we on this side support the Ellenbrook train line. We support getting this bill through as quickly as possible so the minister can get on to try to turn that potential, maybe, could be, do not know moment of when the station will be delivered to a date, whether it is in 2022 or beyond.

My other fear is that I think most people need to realise that 2021 is the year of the state election. Obviously, the government does not have a plan to deliver any station prior to the next election —

Mr T. Healy interjected.

Mrs A.K. HAYDEN: I am trying.

Ms J.J. Shaw: You are trying.

Mrs A.K. HAYDEN: I am appealing your member, if you do not mind, member for Swan Hills. You might want to just close it.

We are trying to make sure that the people of Western Australia understand that they will not see a new track before the next state election and that the government will be going to 2021 promising the same things it promised in 2017 and 2008. It needs to be made extremely clear to the people of Western Australian that there will be no new Metronet whatsoever under this government before the next election. It would be greatly appreciated if the government could provide some clarity around the “maybe” and “what if” potential delivery date for the Ellenbrook train line.

I also want to quickly refer to the cost of the Byford train line. The government costs the Byford train line at \$291 million. The federal government costing from Infrastructure Australia is \$481 million. That is a big difference. I am concerned about the Byford rail line. The government has not finished its business case study; it promised it would be finished by the end of 2018. It does not even have the costings correct; in fact, its costings are down by half. The government has costings for only 50 per cent of the project and not the full amount.

I close by thanking the federal member for Canning, Andrew Hastie, for the \$240 million —

Several members interjected.

Mrs A.K. HAYDEN: Government members congratulate the federal Liberal government when they get money, but they need to realise that local federal members deliver that funding and they cannot take from one and slap the other! They need to understand that.

Debate interrupted, pursuant to standing orders.

[Continued on page 8222.]