

ADDRESS-IN-REPLY

Amendment to Motion

Resumed from 31 July after the following amendment had been moved by Hon George Cash -

That the following words be added to the motion -

but regret to inform Your Excellency that the Government has failed to adequately address a number of serious issues affecting Western Australia.

HON DERRICK TOMLINSON (East Metropolitan) [5.43 pm]: In speaking to the amendment last evening, I drew attention to the fact that the Kenwick to Kwinana freeway link to the Perth to Mandurah railway line required the construction of three tunnels: one at Kenwick, the second at Glen Iris and the third at Thomas Road, where the railway line will leave the Kwinana Freeway, cross under it and connect to the Anketell railway station. Each of those tunnels is substantially complete. I was discussing the enormous engineering enterprise necessary for the construction of the Kenwick tunnel. I was about to explain that an even more substantial engineering exercise had been necessary for the construction of the Glen Iris tunnel and the attendant freeway works to allow the collocation of the railway line and the Kwinana Freeway. The stretch of the Perth to Mandurah railway line between Glen Iris and Anketell proceeds down the centre of the freeway in the same way that the northern suburbs railway line proceeds down the centre, or between the two carriageways, of the Mitchell Freeway.

The freeway completed by the previous Government and opened in 1993 was inadequate for the purpose of collocating a railway line. A railway line between the dual carriageways of the freeway requires a separation of 15 metres. That separation was not available. The second serious concern was that not only was there no such separation, but there was also no grade separation at each of the major intersections on the freeway.

I use the term “freeway” advisedly. Between 1993, when that section of the highway was opened and late last year, every few kilometres the so-called freeway had signs stating “end of freeway” and traffic lights at each intersection. One crossed the intersection and 100 metres further down the road another sign stated “freeway begins”. A couple of kilometres further on, one came across another sign stating “end of freeway” and more traffic lights. Again, 100 metres further on was another sign stating “freeway begins”. One might call it a “stop-start freeway”, an “impeded freeway”, a “partial freeway” or a “not very free way after all”. That required the reconstruction of that section of the Kwinana Freeway, as well as the construction of six grade-separation overpasses to allow unimpeded passage of both trains and road traffic along the freeway route.

My real interest is the tunnel that would join the Kenwick line to the Kwinana Freeway section of the railway. A tunnel at Kenwick had to be built. That project involved a two-year operation to shift the railway, build the tunnel, shift the highway and relocate the railway. The project was undertaken jointly by Main Roads WA and Westrail at substantial cost. Likewise, the Glen Iris tunnel required reconstruction of that part of the freeway. It was a substantial and major engineering enterprise, which was completed within a year, on time and on budget. Those tunnels were substantially completed by March of this year before a decision was made to discontinue that part of the Perth to Mandurah railway. One of those tunnels will no longer be used. The Glen Iris tunnel has no use as a railway tunnel. The Kenwick tunnel might be used as a railway tunnel if a decision is made to build a spur line from the Armadale railway line to Thornlie railway station.

Hon G.T. Giffard: Yes, that is part of it.

Hon DERRICK TOMLINSON: It is part of it perhaps. No decision has been made on this. It is a matter of six-months consultation. It might happen. Suppose it does not happen? What then is the use of the railway tunnels? Will we use those railway tunnels, for example, as a mushroom farm or two mushroom farms? This Government would be well suited to the production of mushrooms because that is how it is treating the populace of Western Australia. It is keeping them in the dark and feeding them organic fertiliser.

Hon G.T. Giffard: The line might go through Kenwick or Glen Iris.

Hon DERRICK TOMLINSON: We might also grow mushrooms. It is highly likely mushrooms will be grown in those tunnels, if not by this Government, by mother nature. I can assure members that all sorts of funny mushrooms will grow in that tunnel!

It is a pity that the former Minister Assisting the Treasurer is no longer the Minister Assisting the Treasurer and that he is not in the House at the moment because perhaps he can tell me. Perhaps I can ask a question. I will give notice of that question now. What was the cost of construction of the Kenwick and the Glen Iris link tunnels? The amendment to the motion reads -

but regret to inform Your Excellency that the Government has failed to adequately address a number of serious issues affecting Western Australia

Although this Government is committed to balancing the budget, it is pouring money down the drain on two magic mushroom farms.

Hon Ljiljanna Ravlich: Your Government planned those routes. You should know how much they cost.

Hon DERRICK TOMLINSON: Hon Ljiljanna Ravlich has raised another inadequacy of this Government. The previous Government not only planned the railway route between Perth and Mandurah but also implemented all the land reservations necessary for it. All the amendments for the land reservation required for the transit route were authorised by this Parliament under section 33 of the Metropolitan Region Town Planning Scheme Act.

Hon Ken Travers: It did not do that to the northern suburbs did it?

Hon DERRICK TOMLINSON: I am dreadfully sorry the Labor Government did not do what was necessary under section 33 of the Metropolitan Region Town Planning Scheme Act, but the previous Court Government did comply with it and this Parliament gave its consent to all the requirements. The Court Government not only planned it and set in place all of the transit reservations, but also it commenced the structural planning for the railway, the freeway, the rolling stock and all of the railway system infrastructure.

By February of this year, through contract, the Court Government had substantially completed the Kenwick link, the Glen Iris link, the Anketell link and the reconstruction of the Kwinana Freeway between Glen Iris Drive and Thomas Road, and had completed a road and rail transit system that meant a train could travel unimpeded by level crossings between - I cannot remember the name of the place.

Hon Ken Travers: Currambine?

Hon DERRICK TOMLINSON: I am not interested in Currambine. I am interested in that other plastic place that goes under the name of -

Hon Barry House: Joondalup.

Hon DERRICK TOMLINSON: We now have a railway system that proceeds from Joondalup to Mandurah unimpeded by level crossings because there is grade separation the full length of the transit system. Not only can the railway proceed along that transit route without ever going through a level crossing, because they are all grade-separated crossings due to the work of the previous Government, but also a car driver using the same route can drive from Jandakot to Safety Bay without meeting one red light, although he may meet a blue light occasionally. Those things were done, not simply planned. Engineering processes and construction were completed.

Hon Ljiljanna Ravlich said that the Gallop Government is now in office and it has changed its mind. As you will be aware, Mr Deputy President (Hon George Cash), all right-thinking Western Australians know that when Governments succeed in office, they not only take the spoils of victory but also, by convention, the responsibility for completing projects already commenced, just as the Court Government completed projects initiated by the Lawrence Government.

Hon Ken Travers: Did you not take on completion when you came into power?

The DEPUTY PRESIDENT: Order, members.

Hon DERRICK TOMLINSON: Are you having difficulty hearing me, Mr Deputy President?

The DEPUTY PRESIDENT: Order! No, I am not, but I am having difficulty recognising the interjections, which are totally out of order.

Hon DERRICK TOMLINSON: The very fact that the Government overturned five years of planning, two years of construction and two years of major financial capital investment in that infrastructure is nothing more than a serious breach of convention.

Hon Ken Travers: If we followed your convention, the Fremantle line would not be a railway system.

Hon DERRICK TOMLINSON: The Government's decision to reopen the Perth to Fremantle railway was a politically correct decision. I do not challenge that.

Sitting suspended from 6.00 to 7.30 pm

Hon DERRICK TOMLINSON: Before the dinner suspension, I had agreed with the Government that the 1983 decision to reopen the Perth to Midland railway was politically correct. I do not know whether my colleagues agree with me on that matter.

Several members interjected.

Hon DERRICK TOMLINSON: I am trying to compliment the Australian Labor Party, and all members opposite can do is interject to try to stop me from doing so! They are unaccustomed to hearing anyone say they

have done something correct, because so often they do everything wrong. However, let me get back to the point. Although that decision was politically correct, it did not cost a brass razoo - not a penny, a farthing, a pfennig or a cent - because the infrastructure and rolling stock were already there. All the Government had to do was make a decision to reverse the previous Government's decision. That decision would have been politically correct, and financially there would have been no loss. This decision to discontinue the Kenwick to Kwinana Freeway connection is not only politically incorrect but also breaks all of the conventions of the transition to government under the Westminster system.

That decision comes at a cost. I ask: what was the cost of the Kenwick tunnel and the tunnel on the Kwinana Freeway at Glen Iris, because that is money lost? Does the Government's estimate of the cost of transferring the rail line to the Perth-Glen Iris link include the money that has been paid for contracts that have been completed? The Government is proposing that the rail line from Perth go down William Street, across the two Narrows Bridges, down the 10-metre separation of the dual carriageway of Kwinana Freeway between the Narrows and Mount Henry Bridges, and across the Mount Henry Bridge, at the cost of two new bus lanes on that bridge. If that cost is not included in the Government's estimate, where does it leave the Government's claim that those changes can be made within the existing budget?

Hon Ljiljanna Ravlich interjected.

Hon DERRICK TOMLINSON: In answer to that timely interjection by Hon Ljiljanna Ravlich, this Government is not only in breach of the Westminster conventions that we all hold dear but also will cost this State millions of dollars.

Hon Ljiljanna Ravlich: How much money will it take to get out of the Main Roads contract?

The PRESIDENT: Order! The member who has the call should not pose questions to the parliamentary secretary, even if they are rhetorical, because that will just encourage her to participate in a debate in which she cannot participate.

Hon DERRICK TOMLINSON: I will obey your wise direction, Mr President, and direct the question to you. What will be the Government's response to my question about the cost of the two mushroom farms that have already been constructed but are now no longer part of the railway system? We have explored the indiscretions of this Government that have been a cost to the State of Western Australia. I turn now to the cost to local government. The point has been made that five years of planning went into the railway link from Perth to Mandurah. In that time, the local government authorities that were consulted were the City of Perth, because the railway will begin in Perth; the Town of Victoria Park, because the railway will pass through Burswood; the Cities of Belmont, Gosnells, Rockingham and Mandurah; and the Town of Kwinana. However, I will focus on the City of Gosnells, which is the local government authority that will be directly involved with the section between the Kenwick and Glen Iris links. The Government is proposing that that section will have three transit stations. In my long gone youth, we called them railway stations. However, this transport system is intended to be an integrated system of rail and road, and the stations along that section will now be called transit stations. The first transit station is the Sheila McHale station at Thornlie, the second is the Nicholson Road station, and the third is the Canning Vale station at Ranford Road.

I want to correct a mistake that I made last night, when I made the point in passing, so perhaps members did not pick it up, that the Sheila McHale station at Thornlie is intended to be only a "kiss 'n' ride" station. I have consulted the south west metropolitan railway master plan of March 1999, which was released at the same time that the Government announced its decision on the railway, and I have found that the Thornlie-Spencer Road transit station - the Sheila McHale transit station - is intended to be both a "kiss 'n' ride" and a Park 'n' Ride station.

However, because the Sheila McHale station is located within a totally built-up area of Thornlie and because the Yale Primary School backs onto the proposed parking area of the Sheila McHale station, there is limited space. Therefore, although it is intended that this will be both a "kiss 'n' ride" and a Park 'n' Ride station, it is limited to 400 parking bays.

The second of the transit stations will be at the corner of Nicholson and Yale Roads. In the master plan, it is called the Nicholson Road transit station. To the north of the Nicholson Road station is the Canning Vale industrial area. It has a negative balance of passengers. In other words, there are more jobs in the Canning Vale area than there will be passengers generated by the Canning Vale area to the north. Passengers will travel to Nicholson Road to exit the transit station for access to their place of employment in Canning Vale. It will be an important station for workers whose place of employment is Canning Vale and who travel from as far south as Mandurah and, for the time being, as far north as Joondalup. To the south of the Nicholson Road station is new urban development. The City of Gosnells has taken into account in its city planning the location of the Nicholson Road transit station.

A major element, of course, is the Tom Bateman reserve. I do not have to remind members of the Government who Tom Bateman is, because he is a highly respected - in fact, I suggest revered - former member of this Parliament. He is respected from all directions of the spectrum of political affiliation. The Tom Bateman reserve is built upon the property which for two generations belonged to the Bateman family. It has been developed by the City of Gosnells as a major regional recreation reserve, with, I might add, substantial inputs from the previous Court Government of community sporting and recreation facilities fund allocations. It could well be the alternative site for the Perth Glory soccer stadium or an Australian Rules football stadium. It is right at the intersection of Nicholson and Yale Roads, directly opposite the location of the Nicholson Road transit station. The City of Gosnells has taken this factor into account in its long-term planning, in association with its not only reasonable, but also real expectations of rail access and a transit station at Nicholson Road, and of the Tom Bateman reserve becoming a major recreational centre for the east metropolitan region.

The third station is the Canning Vale or Ranford Road transit station. Before this Government changed its mind, this was intended to be the major transit station of the section between not only Kenwick and Glen Iris but also Rockingham and Perth.

The City of Gosnells took those three stations into account in its planning for the city. The City of Gosnells recruited two outstanding city planners, one of whom became the strategic planner for the city and is now its chief executive officer. The other person was recruited from the old Ministry for Planning and was previously from South Africa. They put in place the new planning code developed by the old Ministry for Planning called livable neighbourhoods. In applying that planning code to the City of Gosnells, those two very capable planners, one of whom is now the city planner for the City of Melbourne, developed a city concept based upon four population or community nodes. The first was the town centre of the city of Gosnells, which is situated on Albany Highway, and which is serviced by the Gosnells railway station on the Perth to Armadale line and is inextricably associated with the Perth to Mandurah line. The second was the Sheila McHale station at Thornlie. The third was the Nicholson Road station, which was directly associated with the Tom Bateman reserve and the Canning Vale industrial area. The fourth, and the second major community centre in the city of Gosnells, was the Canning Vale or Ranford Road transit station. Little could be done with the Sheila McHale station because it is within a totally developed urban area. The opportunity to develop a transit station with "kiss 'n' ride" and Park 'n' Ride facilities was very restricted, and there were no opportunities to develop other infrastructure associated with railway stations. However, it was a focus in the planning for the future development of the city of Gosnells.

I have already spoken about the Nicholson Road development and its link to the Canning Vale industrial area, and the transport of workers from all parts of the metropolitan area on that railway line with links to Midland, Armadale, Fremantle, Joondalup and a new urban development on the southern section. Within that area, there is the opportunity to develop not only the rail transit infrastructure, but also a community services infrastructure for that part of the city of Gosnells, using the livable neighbourhoods planning code developed by the old Ministry for Planning.

The next station is the Canning Vale-Ranford Road transit station, which is almost a greenfields site. One impediment is the former refuse tip at Canning Vale, a contaminated site which has some constraints upon its redevelopment, but properly managed can be used as part of the recreational infrastructure of that community node.

I should point out something important about livable neighbourhoods. In discussing the livable neighbourhood code and its link and relationship with a transport system, in particular a rail transport system, one needs to consider the well-established urban rail systems of the Perth metropolitan area - the Perth to Fremantle link, the Perth to Midland link, and, to a lesser extent but equally demonstrable, the Perth to Armadale link. I will focus on one link because it is dear to the hearts of those in the Government - the Perth to Fremantle link. I ask members to cast their imagination down the Perth to Fremantle link. Firstly, we come to West Perth, with its historical link to the West Perth markets. Some members will remember the West Perth markets. That area has been a vacant site for some considerable number of years. It was intended by the previous Government but rejected by the present Government to be the site of the soccer stadium. That site is a link between the railway and a major employment centre at the old Perth markets. Members should think then about the link between the Nicholson Road transit station and the Canning Vale industrial area, where the Nicholson Road railway station becomes a major transit point for workers travelling from all parts of the metropolitan area by rail to their place of employment in Canning Vale.

Returning to the Perth to Fremantle link, we leave West Perth and get to West Leederville, and what do we find? On one side is Subiaco Oval, and think of the thousands of people who used to travel by rail to Subiaco Oval to watch West Australian Football League games. Subiaco is the home of the Maroons and of the West Australian Football League. Thousands of people travel by rail to West Leederville and walk from West Leederville to Subiaco Oval. Members should link that in their minds to the now-abandoned Nicholson Road transit station

and the Tom Bateman reserve. Members should then turn their imaginations - their recollections rather than their imaginations, because it is not imaginary, it is real - to the northern section of the West Leederville railway station, which has a major commercial centre directly opposite the railway station, where people disembark from the train and do their shopping on their way home. Members should link that to Nicholson Road, where there is one of the largest new urban developments in the north eastern corridor of the metropolitan region - within an 800-metre ped shed walking distance of the Nicholson Road railway station. They are interesting comparisons.

We then move from West Leederville to Subiaco. Historically, on the southern side of Subiaco is the Rokeby Road commercial centre and, surprise, surprise, the Subiaco Hotel. On the northern side, historically, was an industrial centre that was redeveloped by the previous Government under the Subiaco Redevelopment Authority as Subi Centro. Members should think about the development of Subi Centro: sink the railway station, link the two commercial centres of Rokeby Road and Subi Centro and then within 800 metres - and the 800 metres is significant - locate medium density housing for maximum population within easy walking distance of the railway station. People get out of their cars and walk to the railway station to get on the rail at Subiaco station and travel to Joondalup and all stations in-between, Fremantle and all stations in-between, Midland and all stations in-between, Armadale and all stations in-between, and Mandurah and all stations in-between, including the employment area at Canning Vale. Members should link that to Nicholson Road.

Now we move to Canning Vale railway station. We are still at Subiaco, where Subi Centro, as it has been called - the former industrial aggregation of untitled, subtitled, purple titled and very messy industrial lots - has been aggregated into a single urban lot by the Court Government under the Subiaco Redevelopment Authority. It was planned on the principle that we wanted to get people out of private vehicles into public transport, working on the proposition of contemporary urban planning, which is based on two concepts of ped shed - the buzz term. A ped shed is a walking distance. People will walk 400 metres. International town planning research has found that if planners want people to walk to a destination in an urban centre, the most desirable distance is 400 metres - less than half a kilometre. Therefore, to maximise access to urban transport or public transport, we should maximise the population within 400 metres of the transit centre. The next ped shed is 800 metres, and people are still prepared to walk almost a kilometre to the commercial centre where they can buy their newspapers or have their Sunday morning breakfast or visit their local supermarket. Because the difference between 400 metres and 800 metres is "will I go or won't I go?" the urban housing is not as dense. Housing is most dense within 400 metres and the next level of density is within 800 metres. Beyond 800 metres, if people are going to the local delicatessen they are most likely to jump in their cars. If they are going to work and they do not want to drive to their place of work but travel by rail, they will drive their car to the station and Park 'n' Ride; or, alternatively, somebody - a partner or a friend - will drive them to the station and they will "kiss 'n' ride". So a transit station servicing people more than 800 metres from the centre of Subi Centro must take account of opportunities for Park 'n' Ride and "kiss 'n' ride" passengers. That is the way Subi Centro was planned. If members do not believe me, they should go and walk it. It is a very pleasant walk.

Another requirement of urban planning is to provide a safe and pleasant walk for people who require to walk to public transport. Members should walk through Subi Centro; it is safe and pleasant. It takes account of modern urban planning principles and the planning codes of livable neighbourhoods.

Members should take that notion into Canning Vale where there is a greenfield site. The City of Gosnells, in planning an urban centre at the intersection of a rail and a major urban road - Ranford Road - planned a livable neighbourhood using the livable neighbourhood principles similar to Subi Centro. It would be different but the principles are the same, with the focus of community infrastructure right on the transit station. In all of that planning for the future development of the City of Gosnells, the City of Gosnells took account of the consultation it had with the previous Government for the planning of the Perth to Mandurah passenger rail system and urban planning. The principle in mind was simple: to maximise passenger transport on public rail.

Mr President, not only did the Gallop Government betray the people of Western Australia in all the ways I have developed in the past 59 minutes, but so also did it betray one of the principal partners in its consultation. The principal partner in that consultation to apply livable neighbourhood principles was the City of Gosnells - a city which won international recognition for its proposal to use livable neighbourhood principles for the redevelopment of the town centre of Gosnells. It is the State Government which has betrayed all of those trusts. They were not merely trusts, Mr President, because it is not merely planning that has been put aside; actual work has been put aside and millions of dollars have gone down the drain.

Can you understand, Mr President, that the City of Gosnells feels betrayed in this matter? Can you understand, Mr President, the feelings of those two brilliant planners in the City of Gosnells, who took on board the principles of urban planning developed by the previous Government and applied them to the future development of the City of Gosnells, taking into account the livable neighbourhoods code, when they were told, "Forget it, it is not going to go ahead"? Mr President, this Government is not only guilty of sins of commission; it is guilty of sins of omission and this decision will become its belltower.

Debate adjourned, on motion by Hon B.K. Donaldson.