

**RAILWAY (METRONET) AMENDMENT BILL 2019**

*Second Reading*

Resumed from 26 September.

**MS L. METTAM (Vasse)** [5.27 pm]: As the opposition lead speaker for the Railway (METRONET) Amendment Bill 2019, I rise to make a contribution on behalf of the opposition. First and foremost, I give our support for the bill and what it represents. It should not be of any surprise to people in this place that the Liberal opposition supports this bill. In fact, the Western Australian Liberal Party has provided the most significant support to Ellenbrook rail with \$500 million provided as a result of the federal Liberal government.

**Ms R. Saffioti:** That's the best comedy out!

**The ACTING SPEAKER:** Members!

**MS L. METTAM:** The best comedy out, I would say, is what this government has achieved in this portfolio—not one track of rail has been delivered and this government has taken over two years to come up with an alignment that it brought to the election. Very little has actually been achieved when it comes to its signature policy. With the \$500 million contribution from the federal government, the local member, Christian Porter, has been the only valuable and real support to Ellenbrook rail.

I will highlight some of the issues about timing and cost, which are a great feature of sensitivity of this government in relation to this project. I will also highlight some of the concerns raised by community members about the Metronet Ellenbrook rail project. I will obviously highlight the secrecy of this government and the fact that it went to the election talking about gold-standard transparency, but it is quite clear that we have seen something very different.

I will start by talking about the timing and the cost of the project. I have with me a copy of the Labor Party's election commitment on the Morley–Ellenbrook rail line. It clearly highlights that the commencement date for the line will be 2019 and that it will cost \$863 million. That is very different from what we are seeing delivered or at least talked about by the Minister for Transport and the McGowan government. We have already seen a 15 per cent budget blowout to at least \$1 billion for the Morley–Ellenbrook line, which is without factoring in some of the cost shifting that has taken place. When we look at the projected or promised project commencement date of 2019, we see quite clearly that this slide provided by the Metronet team on this project says something different. In fact, the slide says that the potential construction of the Morley–Ellenbrook line will start in Bayswater in 2022. That is three years later, obviously. It is telling that the McGowan government is sensitive about this project because it has since taken this page off its website. We asked questions in the other place today about Public Transport Authority officers being asked to sign non-disclosure statements on the timing of the project. Once again, we got a non-answer from the government that promised gold-standard transparency.

Members on this side of the house are very committed to public transport and we are very supportive of the Ellenbrook rail line, but we are concerned and we would like to see it progress. How great would it have been to see construction of that line start this year? It is disappointing that we are seeing something else. The opposition supports rail and we would like to see a lift in patronage as well. Patronage has flatlined under this government. It is no wonder when we consider that since this government came to office we have seen an overall 15 per cent increase in public transport fares. The government increased fares by 11 per cent in 2017–18; by two per cent in 2018–19; and by two per cent in 2019–20 as well. We also saw cruel increases in the first budget, with student fares going up by 16 per cent and standard fares by nine per cent.

An article published in *The West Australian* in July 2019 refers to the RAC's comments on this year's hike in fares. The articles states —

The RAC, which compiled the figures, said any increase in public transport fares should not exceed the rate of inflation, which was just 1.2 per cent in the year to March.

The RAC obviously raised concerns about the 3.6 per cent and three per cent hits to fares to zone 3 and zone 4 stations respectively. At a time when we need to encourage more people to use public transport, it is important that we see incentives for using public transport. We know that the government has invested in a \$1.25 million campaign to encourage people to use public transport. That is certainly welcome, but why would the government do that at the same time as putting a heavy impost on people by raising the charge to utilise our public transport system? It is a mixed message and we know that the people of Western Australia are particularly struggling at the moment. As the RAC says, any increase in transport fares that exceeds the rate of inflation will turn people off public transport. It would be a great disincentive for using public transport. I talked about the number of people using public transport flatlining. We have seen an increase in total boarding of only 1.1 per cent, or 1.6 per cent overall, at a time when we have had investment in facilities such as the Optus Stadium. Obviously, there is a great

Ms Libby Mettam; Mr Dean Nalder; Mr Terry Healy; Mr Bill Marmion; Dr David Honey; Amber-Jade Sanderson; Mr Zak Kirkup; Mr Dave Kelly; Mr David Templeman

---

incentive for people to travel by public transport to the stadium. It is something that members on this side of the house supported.

I referred to the issue of transparency. We have tried to seek a lot of information from the government through the freedom of information process on the costings of this project. That is one reason it is important to see a significant uptake in patronage. But despite much talk and fanfare around this project, we have not seen the government's costings. We have seen already a recorded 15 per cent increase in the cost of the Morley–Ellenbrook rail line and there is a fair suspicion that hundreds of millions of dollars of costs have been shifted to other projects, such as the Bayswater station upgrade and Tonkin Highway gap, and no doubt this route will require significant investment in Perth train station as well. It is our role as members of the opposition to get an understanding of what this route will mean for not only the valuable Ellenbrook community, but also the taxpayer, particularly when the government, on the other hand, is creating disincentives by hiking the cost of public transport. We need to do more in public transport to create genuine incentives for people to utilise our public transport system, particularly at a time when we are seeing a significant increase in on-demand transport as well. We do not want a situation in which road use increases as a result of the competing challenges of the disruption, if you like, or advent, and growth of on-demand transport. We know that that is happening.

When it comes to the cost of this project, I have talked about the hidden costs associated with the investment in Bayswater and Perth stations and the Tonkin Highway gap. Of course, the opposition has sought to understand what the operating costs will be. I talked earlier about the fact that so far it is WA Liberal Party and particularly the federal Liberal government that have provided the only valuable investment in the Ellenbrook line. We are trying to ascertain what this line's operating cost will be. It is disappointing that we are yet to see a business case for this project. No business case has been presented yet. We know that the train network recovers about 25 per cent of costs through ticket sales and that the Metronet project will see potentially less patronage than the current level of demand.

According to the budget papers, the Forrestfield–Airport Link will have eight kilometres of rail. If delivered on time, it is anticipated that it will have 20 000 passengers a day, and the operating subsidy for that line will be about \$50 million. The Yanchep line will be 14.5 kilometres long, with 6 000 passengers a day by 2031. The Thornlie–Cockburn line will be 14.5 kilometres long, and we are anticipating 12 000 passengers per annum by 2031.

**The ACTING SPEAKER:** Ministers, if you want a conversation, perhaps you could take it outside because I cannot hear the member, and I think it is causing Hansard a few issues as well.

**Ms L. METTAM:** The Ellenbrook line will be 21 kilometres long, but the government has yet to provide a figure for passenger numbers. Obviously, the numbers are there, and there is an understanding of the operating costs. We are very keen to understand this, because it relates to the capacity of the line and what the route will be. On behalf of the community of Ellenbrook and the region, we are committed to ensuring that this project is the best that it can be. We must do more to encourage patronage. We touched on this earlier, but overall we have seen public transport patronage decline by about five per cent since 2014–15. That is why, with all these competing challenges, alignment is so important.

Bayswater station has been a significant challenge, particularly for the Public Transport Authority. On behalf of the community, and in particular the community in Midland, the opposition is really keen to understand the impact of three lines going through Bayswater station. There will need to be very separate times of travel. At peak times, when people are rushing into the city to go to work or an event, or when there is a heavier level of congestion, trains on the Midland line run every eight to 10 minutes. At other times, they run every 15 minutes. The government has certainly recognised the value of and high demand on the Midland line and it is another part of the Metronet project, so we are very keen to understand whether the alignment means that there will be any compromise to the frequency of trains for people travelling on the Midland line, Morley–Ellenbrook line or the Forrestfield–Airport Link. Also, what additional requirements will there be? These are fair questions to ask. The Liberal opposition supports the Ellenbrook rail line, and with funding being the only progress to date, we are really keen to understand what the overall cost will be.

Another issue that has been raised with me and members of the opposition is the concern around activity centres. The Labor government has a history of not completing transport projects properly. We heard from numerous community groups, particularly in Morley, about the alignment bypassing Morley; it will be two kilometres away. Issues have also been raised by the transport sector about the philosophy around transit-oriented developments and the walkability of suburbs. There are concerns that this alignment will automatically require additional public transport. I understand that a shuttle bus will potentially be required to get people from the supposed Morley line, which will be two kilometres from the Morley town centre or Galleria Shopping Centre, at the indicative site of the Broun Avenue bridge. There are 200 businesses at the Morley Galleria that are very keen to understand how that connection will work, as we are, because it is important that if we have this investment in this line—so far welcomed

**Extract from *Hansard***

[ASSEMBLY — Tuesday, 22 October 2019]

p8071b-8102a

Ms Libby Mettam; Mr Dean Nalder; Mr Terry Healy; Mr Bill Marmion; Dr David Honey; Amber-Jade Sanderson; Mr Zak Kirkup; Mr Dave Kelly; Mr David Templeman

---

from the federal Liberal government—we ensure that there is no reliance on vehicles and that the Ellenbrook rail line is the best that it can be. I cannot help but hark back to 2013 and reflect on Labor’s form of not delivering projects properly. An article written by Daniel Emerson and Beatrice Thomas in 2013 is titled, “Parties raise the stakes on the cost of Metronet plan”. At that time, the former member for Vasse and Minister for Transport talked about the Forrestfield–Airport Link. At that election, we had costed the Forrestfield–Airport Link as a \$1.9 billion proposal. Labor had what it thought was a cheaper plan, at only \$731 million. I quote from the article —

At \$1.9 billion, the proposal unveiled by Transport Minister Troy Buswell came with a far heftier price tag than Labor’s but he claimed his opponents would never be able to build it for \$731 million as promised.

We have found that already. It continues —

Mr Buswell and Premier Colin Barnett took the step of hiring a bus to take the media 1.5km from the international terminal to a hot, dusty Horrie Miller Drive roadside where they insisted Labor’s airport station would be.

The pair claimed passengers with suitcases and children in tow would be forced to catch a further shuttle bus to the airport under Labor’s Metronet plan.

They certainly highlighted that it was a transport solution that automatically required additional public transport or more vehicles on those roads. We have talked about some of the additional costs for the Tonkin Highway gap project and the upgrades to Perth station. There will obviously be operating costs, but there will also be the cost of a shuttle bus as a result of Morley station being two kilometres from the Morley town centre. I am also aware that the Department of Transport previously included a plan that had options to connect to these activity centres. We would be very supportive of seeing public transport connect with these activity centres so that public transport is the best that it can be.

Issues have been raised on the Facebook page about the Morley–ECU tunnel for the 4 500 students at Edith Cowan University, along with concerns that additional public transport will be required.

I referred to some of the commentary made by the transport sector. I will refer to the Centre for Urban Research and transit-oriented developments. I quote —

Train station precincts with more shops and apartment blocks are key to getting residents walking, a new report has found, with stations in Melbourne’s north and south-east ripe for redevelopment.

...

“The stations we’ve identified as ideal for reimagining as TODs have surrounding neighbourhoods with ‘destination features’ such as shops and community centres, multiple transport options, good street networks, residential density and retail opportunities.

“Rethinking train stations to make them about more than just transport is the future for a more healthy, liveable Melbourne.”

We have heard from the community and I have been sent many articles, such as that one, raising these concerns. This plan does not meet the opportunity of connecting with an activity centre, so we are certainly interested to understand how the additional public transport, whether shuttle buses or other mechanisms will be required, will compete with the current bus network, which is in high demand. We are very committed to Ellenbrook rail and ensuring that it is a good transport option. When I talk about activity centres, we need only to look at some of the TODs that have resulted in good outcomes—stations such as Subiaco and East Perth. Bringing people to civic centres is ideal and what we want to achieve with public transport. Not linking to stations—Rockingham station is outside Rockingham, and Mandurah station is the same—represents an opportunity cost.

Another topic I want to cover is the government’s secrecy around this plan. I have highlighted it in relation to the fact that there is no business case, even though the Treasury costings have obviously been done, and we have no indication from the government in response to any of the questions asked. I also want to raise the issue around Whiteman Park, because from the government’s front page on Ellenbrook rail and all its documentation on the new railway line, it is quite clear that the government has a plan to urbanise the Marshall Road lands north of Marshall Road. This is already marked for development, quite obviously. There is a great conflict, which has been highlighted to me from people in the community, about the transparency of the government and also its plans to do what has been attempted before. We know that in 2007 the Greens in the upper house moved a disallowance motion in response to the plans to urbanise this section of Whiteman Park. It was opposed by the Liberals and the Greens at that time. I will read a section of the debate on the disallowance motion by Hon Giz Watson, which states —

**Extract from Hansard**

[ASSEMBLY — Tuesday, 22 October 2019]

p8071b-8102a

Ms Libby Mettam; Mr Dean Nalder; Mr Terry Healy; Mr Bill Marmion; Dr David Honey; Amber-Jade Sanderson; Mr Zak Kirkup; Mr Dave Kelly; Mr David Templeman

---

The rezoning of this part of the area designated as part of Whiteman Park is, in my view, a breach of the trust and understanding of the original owners who agreed to sell the land that they owned back in the early 1970s. ... is clear that there was a mutual understanding that the land they were selling was to be owned and used by the community in perpetuity. ... southern portion of Whiteman Park was purchased under the commonwealth-state scheme whereby land purchases for specific purposes were funded two-thirds by the commonwealth and one-third by the state.

...

It is clear that this land has been earmarked for parks and recreation since that time. The current move by the government to rezone the land urban raises a question about the government keeping faith with the commitment given to the original vendors.

I also have an email from Vicki Marshall. As the alignment goes through this section of Whiteman Park, she is concerned that the government will take the opportunity to have another go at urbanising this land for residential development or something similar to pay for the budget, as it has blown out by about \$2 billion. I understand that after the front page on the alignment, the plan was published on the website and some media on this issue came out and the minister met with Vicki Marshall, but Vicki Marshall's concerns remain as they were before. I will read an email from Vicki Marshall —

This portion of land was sold by my father, along with many other land owners, to form what was to become Whiteman Park. This land was to be used for parks and recreation. These men had the foresight to see that future generations would need these areas, to give the people somewhere to go, to escape their suburban blocks and get back to nature, to enjoy valuable family time.

This land has been deemed “non-essential to the operation and integrity of Whiteman Park”. I don't agree. This land forms a vital buffer between the park and urbanisation.

would like to know ... What are the plans for the land between the rail line and Marshall Road? I believe they are planning future urbanisation.

She also refers to the grievance and raises concern about this alignment being close to the watertable and the priority 3 water area. We are well versed with the government's talking points on this and whenever it comes up, its members refer to the Whiteman Park strategic plan that came out as a result of community consultation. It was not acted on by government, but it was the result of significant public consultation. What is clear from the Marshall Road lands plan is that this land would not be utilised for residential purposes. It also refers to a commitment to regional sporting fields and youth attractions. Vicki Marshall and others are concerned about the alignment that has been proposed and they are seeking some assurance from government that this alignment does not mean that there will be residential development.

We have asked numerous questions in this place to get some assurance for the community about the need to give them some peace of mind that the land around the alignment through the Marshall Road lands will be utilised for public open space. As I said, we have the Whiteman Park plan, which the government has talked about. I know in opposition, the minister certainly had some objection to the cemetery idea and I certainly can understand that. However, the space was dedicated to the community. There was a plan for regional sporting fields and youth attractions. Given the landowners' investment and the original agreement that was made, it is important that the commitment for this parcel of land to be for public use in perpetuity is respected. As I have stated, we have tried to get some assurance from the government, but we are yet to see that met.

*Sitting suspended from 6.00 to 7.00 pm*

**Ms L. METTAM:** I will highlight some of the comments of Vicki Marshall. Her father was Len Marshall, who was the shire president in the 1970s. He was instrumental in ensuring that this parcel of land was dedicated to community in perpetuity. I will quote from an email I received. She wrote —

This portion of land was sold by my father, along with many other land owners, to form what was to become Whiteman Park.

I highlighted earlier a few of the comments that she made about that. She continues —

I know that you can't stand in the way of progress but we can achieve a win for all. We can have the rail line and still keep the Marshall Road parcel for recreation purposes.

There has been talk of a sporting complex. At least this is still for the people, for recreation.

I would like to see a large portion still open bush land. They call it degraded farming land, however this is where the native rabbits are that the wedge tail eagle feed from. This area has also had sightings of the variegated fairywren which were thought to have disappeared from this area 30 years ago.

I know this land. It has so much potential. Lew Whiteman originally came up with the idea of developing the wetlands after reading an American magazine. The water table has already dropped drastically in the 50 years that I have witnessed. To put thousands of houses here would destroy Whiteman Park, and, more sadly, Mussel Pool, where it all began.

As I stated, the community is seeking an assurance from government that it will not be urbanising and putting in high density residential living to provide revenue for government. I know that when the minister was in opposition as the local member, she talked about the objection to the cemetery idea, which is completely fair enough. However, I should state that the previous plan also referred to a sporting complex and recreation facilities. But there were comments in the *Echo* on 4 December 2010 about the importance of engaging with the community about what this land will be used for. I quote the comments from the now Minister for Transport. She stated —

“A proposal to turn the land into housing was knocked back a number of years ago because of community opposition,” ...

“At the time, the public wanted this land to be public open space for everyone to enjoy.

“Given the history of this area of land, I believe it is important for the community to have their views represented.

“That’s why I am undertaking a survey to get a good understanding of the community position.”

Those sentiments are certainly something that, some nine years later, we are seeking some support for. One can only imagine the feeling among the Whiteman, Marshall and associated families and the community as well when they saw the plans on the front page of the paper and on the Metronet website that, from their perspective, had already assumed that there would be a transfer of that land for urban development. As I said, all we are seeking is an assurance from the minister and the McGowan government that the land surrounding the rail alignment will be dedicated to the community, and that there will be a commitment to the regional agreement.

As I have stated, the opposition well and truly support the proposed bill. As I have stated, it is thanks to the federal government that we have seen \$500 million invested in the Ellenbrook line—a great commitment from the local member, Christian Porter. Given the jobs that will be generated through the construction of this rail line, it is disappointing that we have only got to this point after over two years in government, after apparently going through 100 different options, only to come up with the option that was first proposed to the community in 2017. It raises the question of what this government has been doing in the meantime.

We have addressed some of the issues that have been raised by the community and those in the transport sector about how this line will connect with the transit-oriented development; to what extent this line will connect with the activity centres of local communities, the Morley Galleria, the 200 businesses there, and obviously all those people who we would like to see supported in their businesses; and how it will meet the objectives of public transport—to enliven centres and move people. Trains and public transport are very valuable because there is a great deal of regularity. We know that a rail line such as has been proposed is very much supported by the community. It is quite clear that the public of Western Australia like rail, but it is important that, if we are going to make a heavy investment in rail, we ensure that it meets the mark in capturing a great amount of patronage, and that it connects with our activity centres, supports our local businesses and sees a shift away from a reliance on vehicles on our roads, at a time when we are seeing a great growth in on-demand transport, which will also compete. Some people have said to me that the growth in on-demand transport over the next five years will see a trebling of the number of vehicles on our roads involved in on-demand transport, so it is important that public transport gets ahead of the game, and that we see that investment. During my short time as the shadow minister in this area, I have asked a lot of questions about the costs associated with this project. It would be very valuable for the taxpayers of Western Australia to understand that. We know that there has been a 15 per cent increase in the budget, but the cost should also capture the upgrade of Bayswater station, the upgrades to Perth station and what will be required there, and Tonkin Highway. Apart from the capital cost, we will also be looking at the operating cost of these lines. That is why we are really keen to understand those numbers. Without a business case having been submitted to Infrastructure Australia, and without a government with a respect for transparency, it is very difficult to get an idea of the costs.

We well and truly support the bill, as I have stated. It is important that we see enough growth in patronage to offset some of the costs of utilising public transport. That is why I have raised the concern about the 15 per cent increase in public transport fares at a time when the number of patrons has flatlined, and there has been a five per cent decrease in patronage since 2014–15. I also highlighted the importance of ensuring that our public transport is the best that it can be, and that we do not want to see a repeat of a scenario such as we saw during the 2013–14 election campaign, where the investment fell short of what would be acceptable to the public. I am talking about the

Forrestfield–Airport Link, and the idea of relying on a bus service to support the train line for international visitors from Perth Airport. We are keen to understand what will be the costs of the shuttle as well. There will obviously be an automatic additional investment in public transport to support the Morley station to ensure that it meets its objectives of supporting retailers and traders in the Morley Galleria. Now that the state government has received the funding from the federal government, and it has an alignment that has effectively been in place since 2017, it is time for the McGowan government to get on with the job and deliver this project, which will create jobs, and will be supported. It is time for the government to provide its share of that investment and progress this project.

**MR D.C. NALDER (Bateman)** [7.15 pm]: I rise to make a small contribution to the debate on the Railway (METRONET) Amendment Bill 2019, around the Ellenbrook rail project. Specifically, coming from the position that I currently hold as shadow Treasurer, I will be looking at the financial aspects of it.

[Quorum formed.]

**Mr D.C. NALDER:** I had just started saying that the focus I wish to pursue, and the points I wish to make tonight, centre around the financial aspects of the Ellenbrook rail project, and some of the planning aspects as well. To deal first with the financial aspects, I am really concerned about the lack of transparency on this project. We have not really seen anything about patronage details for this project. When the Labor Party was in opposition, it was really focused on patronage details of the Ellenbrook line and the Forrestfield–Airport Link. Coupled with that, it is quite difficult to follow in the budget exactly what funding is allocated to each individual project under the so-called Metronet flagship. Specifically, what has been allocated to Ellenbrook, what is coming from the federal government, and what is coming from the state government, and when is it being applied? There is a real lack of transparency, and I do not think that is really the right way to run this. We need to be totally transparent on the full cost of this project.

It concerns me that it appears that a number of other projects are being run off the side. I can only guess that that is to make the business case for the Ellenbrook rail itself look better than it actually is. I believe that, potentially, the Bayswater station upgrade is being funded elsewhere, possibly through the FAL project, probably because of the spare half a billion dollars that was left in that by the former government. I think that the signalling project required because of this Ellenbrook rail is also being funded elsewhere. It was interesting to watch the government bring forward the pinch point on Tonkin Highway—something that we acknowledged always needed to be done. We support that project being undertaken. When I was minister, the cost was estimated to be \$270 million, and all of a sudden the government is saying that is now \$400 million, or something of that magnitude. It concerns me that some of the infrastructure for the Ellenbrook rail is actually being carried out under this project. It is all murky to me. There needs to be a clear and transparent process. I have no qualms that the Labor Party went to the election saying that this is its policy, and it has every right to get on and build it. I have no qualms about that whatsoever. I am not criticising that; however, it needs to be fully transparent in its costings, such that it can be scrutinised properly. It worries me that elements of this project are being funded elsewhere to make the underlying project stack up. That is of concern to me. If I am totally wrong, I look forward to the response from the minister to clarify those points for me and to point out exactly what the total funding is for this line, including all the other bits that are needed to get it onto Tonkin Highway, such as the upgrades to the Bayswater station et cetera. I am happy to be corrected by the minister if she can point that out. I would also like to know the federal contribution and the full state contribution and when it will be allocated, because I have been a little confused by the way it has been broken down in the budget at different times.

The other thing that I would like to raise about the Ellenbrook rail project is the planning. I again acknowledge that the government has been elected on a mandate and I respect that, but I still feel that it has missed an opportunity. It has overruled the department's views on what should have been done in this situation, given the advice that I received at the time. I point out that the Perth and Peel transport plan was not developed by the former government; it was developed by the department working with industry specialists. The then government did not influence the direction of the line to Ellenbrook. It was done by the department and planning specialists. Their recommendation—I still support this—was that our public transport network has to provide greater connectivity to our major activity centres. The CBD of Perth is not the only major activity centre. When I talk about activity centres, I am talking about hospitals, universities and major shopping centres. We need to provide greater connectivity to have mass movement of people by public transport to and from those activity centres. I feel that an opportunity has been lost with what the current government is doing. It has not taken the advice of the department and looked at the Perth and Peel transport plan, which was the first long-term planning that had been commissioned by the department for something like 50 or 60 years. Straightaway, this government disregarded that and decided to run a spur from the Bayswater line to Ellenbrook. Yes, it will cost more to get out there, albeit I am not clear on how much more because I am not clear on the full costings if I include all the other projects that seem to be linked to the Ellenbrook rail line. Connecting through Morley central, Edith Cowan University and into the CBD would provide a far superior public transport solution for the people of Ellenbrook, as well as the people in neighbouring suburbs. This is an opportunity that has been lost by the government. I believe it should have provided far greater connectivity than

Ms Libby Mettam; Mr Dean Nalder; Mr Terry Healy; Mr Bill Marmion; Dr David Honey; Amber-Jade Sanderson; Mr Zak Kirkup; Mr Dave Kelly; Mr David Templeman

---

running it along there. One of the challenges we have if we run all our rail lines along freeway and highway corridors is that we then have to try to retrospectively create activity centres around freeway points such as at Canning Bridge and so forth. Some major activity centres such as the major shopping centres at Morley Galleria, Karrinyup, Innaloo, Garden City and so forth do not necessarily have the best services, although I think the 950 bus service to Morley Galleria is a great bus service. It is the most popular one in Perth and it is a great public transport solution, but I still think that mass transit movement through the centre of Morley would have made a lot more sense.

They are the two primary concerns that I wanted to raise. I repeat that it is about the transparency of the funding for the complete project. I feel that the government has not been as transparent as it should have been on all the costs associated with this project—not just the specific costs of laying some railway line at a certain point, but all the projects surrounding this one. There has been the benefit of the large lump sum of money that we left for the Forrestfield–Airport Link. I feel there has been a lack of transparency. On this point, when I was Minister for Transport, there was a lot of pressure to run the Forrestfield–Airport Link along Tonkin Highway. In fact, the airport lobbied the government to run it along Tonkin Highway and follow the Labor route, which was to come in along Horrie Miller Drive and stop a kilometre from the airport. I know that the airport was keen on this; it felt that it could run a shuttle service and clip the ticket on a shuttle service to the airport. I am really pleased that we persevered with exploring other options, particularly because we were heavily criticised at the time for considering going underground. I get really disappointed with the likes of supposed academics like Peter Newman, who said in the media that it was a joke and would cost \$10 billion to go underground. I am glad that we persevered and looked at it properly. Instead of the Forrestfield–Airport Link costing \$2 billion, it came in at about \$1.3 billion by the time we added in project management costs and some contingencies.

**Mr W.R. Marmion:** So, way below \$10 billion.

**Mr D.C. NALDER:** Way below \$10 billion, but also way below the \$2 billion that we thought it would cost. In fact, from all the information that I received, because it was more direct, it became a cheaper solution than it would have been to go along Tonkin Highway. I think it provides a far superior customer outcome. That is what we have to do with our public transport—ensure that we make it a smart choice for people. A lot of people in Perth believe that driving a car is the first-class choice and that second-class citizens catch public transport. We as a city have to get to a point at which our public transport is seen as a smart solution, but, in doing so, we have to provide superior customer service and the most efficient and effective delivery of service. Although the Ellenbrook rail line will get to an end point and achieve the objective of what the government set out to do, I feel it is way short of being the best possible solution that there could have been for Western Australia over the long term. That is all I would like to say at this point. I look forward to hearing further contributions from my colleagues.

**MR T.J. HEALY (Southern River)** [7.26 pm]: I look forward to speaking on the fantastic Railway (METRONET) Amendment Bill 2019. It will be of no surprise to members that I am a big fan of Metronet. I am a big fan of trains and opening up communities. Members will be aware that the Ellenbrook project is a key part of my Thornlie–Cockburn train line. The member said before that the Ellenbrook line is the flagship of the Metronet program. I would like to say that the Thornlie–Cockburn line and the Canning Vale train stations are the flagship, but that item is certainly up for debate.

The Ellenbrook rail line is an important strategic project. It is a Labor government project. Rail projects are Labor government projects. The Ellenbrook rail line is a promise kept by Labor. The Ellenbrook rail line is the broken promise of the Liberals. It is the sad history of lazy Liberals who do not get around to building rail. It is the sad history of Liberal lies. Labor and Metronet will certainly work in the night to save the day. As I have mentioned, the Libs just do not do rail. They promise but they never deliver. I would like to quote the Minister for Transport, Rita Saffioti. There are a number of quotes from *Hansard*. I will quote the minister from 15 September 2015. As I am sure she is aware, she said —

The member for Southern River —

That is the former member for Southern River —

has to realise that the Liberal Party does not build rail lines until it is dragged kicking and screaming to them by the Labor Party. The Liberal Party does not build rail lines until the Labor Party initiates them or drags members opposite kicking and screaming to them.

**Mr W.R. Marmion:** The Forrestfield rail line that goes to the airport.

**Mr T.J. HEALY:** I will talk about that. The Labor government builds and opens train lines. We built the Joondalup line, we reopened the Fremantle line, we built the Mandurah line —

**Mr D.C. Nalder:** The Butler extension?

**Mr T.J. HEALY:** The Butler extension? I call that the Albert Jacob memorial line. I acknowledge that the Liberals built eight kilometres of track. We built the Mandurah and Thornlie lines, we are going to build the Yanchep and

Ms Libby Mettam; Mr Dean Nalder; Mr Terry Healy; Mr Bill Marmion; Dr David Honey; Amber-Jade Sanderson; Mr Zak Kirkup; Mr Dave Kelly; Mr David Templeman

---

Byford lines, and we are building the Thornlie–Cockburn line. We started digging the airport line. The previous government said that it would do it, but there were delays and it never got around to it. Feel free to have a seat, member for Bateman.

One of the first mentions of the Ellenbrook line was made in this Parliament by a Labor member on 3 May 2001. At that time, the Midland line was proposed to be extended up the middle of Tonkin Highway to Ellenbrook. On 1 April 2004, the then member for Swan Hills, Jaye Radisich, a champion of this project, spoke about a railway to the Swan Valley and Ellenbrook.

**Mrs M.H. Roberts** interjected.

**Mr T.J. HEALY:** It was not an April Fools’ Day joke. The problem is that for the next 20 years, the Liberal Party thought it was a hilarious joke to promise the Ellenbrook rail and never get around to doing it. Jaye Radisich fought for that for many years. On 1 September 2008, Labor promised to build the Ellenbrook rail line.

**Mr D.R. Michael** interjected.

**Mr T.J. HEALY:** I will talk about that moment in a little bit.

I want to thank Jaye Radisich, Ian Radisich, Rita Saffioti, Ken Travers and Alannah MacTiernan for putting this project forward. I also want to thank the East Metropolitan Region members of the Legislative Council, the guardians of this project—Alanna Clohesy, Sam Rowe, Matt Swinbourn, Amber-Jade Sanderson, Ljil Ravlich, Linda Savage, Jock Ferguson, Louise Pratt and Batong Pham.

**Mr J.E. McGrath** interjected.

**Mr T.J. HEALY:** Jock Ferguson was a member for East Metro. These are the people who, when the Liberals made these promises, stood by as the custodians and guardians of the flame of Metronet. When we build and redo the Bayswater, Morley, Noranda, Malaga, Whiteman Park and Ellenbrook stations, we should honour the memory of these fine people.

We all know that the Liberals promised the Ellenbrook rail again and again, and did not deliver. I would like to quote from an article by Liam Bartlett in *PerthNow* of 14 March 2015. It is headed “WA railroad again over public transport”. He refers to what “railroaded” means, and says —

In this state it refers to the act of voting for a Liberal member of parliament under the assumption they will build you a railroad if they get in.

And further, when they do win the public vote, they will abandon the promise of rail and drop you ...

He continues —

... it is a fact that without Labor’s love of trains we would not enjoy our current network.

He then talked about Colin Barnett and said —

In a glossy flyer for the 2008 election, his candidate for Swan Hills, Frank Alban, used this headline: “A Liberal Government will build a rail line Ellenbrook and improve local bus services.”

He went further and used this slogan next to his name: “Delivering Rail for Ellenbrook.”

The then member for Swan Hills repeated a promise that Colin Barnett, who won as Premier, had made. The article continues —

Frank Alban was so confident, he even underlined “Rail”. No room for misinterpretation there. Vote for Frank, vote for a railway line—giddyup!

Even Colin was in the loco spirit. Interviewed by a TV reporter, he said: “We agree that’s the next logical extension of our rail system.”

The article concludes —

Well, the Liberals won, and in a strange case of *deja vu*, the public transport promises were derailed again. Two years later, Transport Minister Dean Nalder is claiming it’s too expensive.

And even better, he’s developed an epiphany, in the same way a manic savant will rattle off meaningless historical statistics.

The Liberal Party promised to build the Ellenbrook rail. It did not do it. The silence of Liberal Party members is astounding. Do they admit that in 2008, they promised to build the Ellenbrook rail line? Do they admit that in 2013, they promised to build the Ellenbrook rail line?



Ms Libby Mettam; Mr Dean Nalder; Mr Terry Healy; Mr Bill Marmion; Dr David Honey; Amber-Jade Sanderson; Mr Zak Kirkup; Mr Dave Kelly; Mr David Templeman

---

I would like to quote the great Frank Alban. He actually said it for them. I have the flyer in which he promised it, by the way. I have some great quotes from former Premier Barnett, in which he promised it, and promised it again. On 26 May 2011, Frank Alban said in this chamber —

Where does it say that the big Mr Alban will start the train for you?

He said that in this chamber. He said in a Liberal Party flyer —

LIBERALS WILL BUILD RAIL LINE TO ELLENBROOK

Delivering RAIL for Ellenbrook!

He said in another flyer —

A Liberal Government will build a rail line to Ellenbrook and improve local bus services.

Rail Infrastructure and bus services are a critical part of the Liberal Government's plan to fix Labor's disconnected public transport system.

He had the gall to say that. The flyer said also —

And that's why a Liberal Government will spend up to \$850 million to build a rail line to Ellenbrook.

That is bizarre. The people of Ellenbrook were happy. They had been promised their rail line. Labor was promising it. The Liberals were promising it. It was a bipartisan notion. It was glorious. But we know that did not come to be.

I would like to quote Frank Alban again. He said that he did not say that in Parliament. He said that he had never put out a flyer. I ask members to listen to what he said on 26 May 2011. This is his explanation. I would never have gotten away with this as a candidate. In relation to his promise about the rail line, he said —

Candidates have the ability to promise trains, aeroplanes, aircraft carriers and helicopters—that is what candidates do.

No; that is not what candidates do. I did not do that. Other government members did not do that. Frank Alban was elected in 2008 on that promise. He was elected again in 2013 on that promise. I am sorry; I would never have gotten away with that in 2017.

**Ms R. Saffioti:** It is a little known fact that he used to call himself “Little Frankie”.

Several members interjected.

**Ms R. Saffioti:** He used the third person.

**Mr T.J. HEALY:** “Little Frankie” went on to say, on 26 May 2011 —

If members opposite have the courage, they should go to my electorate and say, “Frank Alban is dishonest.”  
Give it a go and see what happens!

That is what he said. I quote the *Hansard* of this Parliament.

**Mrs M.H. Roberts:** You should have taken his advice.

**Mr T.J. HEALY:** We did. We took his advice. We spoke to the people of Ellenbrook. That is why Jess Shaw is in this Parliament. The people of Ellenbrook agreed. They did not know why they had been lied to again and again. I know what Labor promised. In 2008, Labor promised to build the Ellenbrook train line. I will tell members why I know that. On 1 September 2008, when that promise was made, I was there with Alan Carpenter and Graham Giffard. It was my birthday. On 1 September 2008, a member who is now in this chamber gave me a big sign. He told me that we were building a train line to Ellenbrook, and my job was to stand behind Alan Carpenter and Graham Giffard and hold up that sign for the media conference. I know what we promised, because I was there.

**Mrs M.H. Roberts** interjected.

**Mr T.J. HEALY:** That is right. That is absolutely correct. Another candidate for that election was there as well. Members may not realise this, but at this event in 2008 was the media, Alan Carpenter and Graham Giffard. It was very exciting. A Frank Alban van rocked up. It was being driven around. I recall that the 2008 candidate who was driving that van was Alyssa Hayden. I have asked her about this, and she said no; she does not believe it was her. I remember that a person of her description was driving the Frank Alban van and circling our media conference. I will state that she said she did not do that

*Withdrawal of Remark*

Ms Libby Mettam; Mr Dean Nalder; Mr Terry Healy; Mr Bill Marmion; Dr David Honey; Amber-Jade Sanderson; Mr Zak Kirkup; Mr Dave Kelly; Mr David Templeman

---

**Mr S.K. L'ESTRANGE:** Madam Acting Speaker, the member is making an imputation about a member who is not here to defend herself. He has admitted that she has said it was not her.

**Mr T.J. HEALY:** I withdraw.

Several members interjected.

**The ACTING SPEAKER (Ms J.M. Freeman):** The member is happy to withdraw.

**Mrs M.H. ROBERTS:** I am not sure that to say the member was driving a truck is an adverse imputation.

**Mr S.K. L'ESTRANGE:** Madam Acting Speaker, I ask him to withdraw.

**Mr T.J. HEALY:** I withdraw.

*Debate Resumed*

**Mr T.J. HEALY:** What I will not withdraw is that I know that in 2008, we promised to build the Ellenbrook line. In 2008, the Liberal Party promised to build the Ellenbrook line. In 2013, we promised to build the Ellenbrook line. In 2013, the Liberal Party promised to build the Ellenbrook line, and it did not.

I would like to give members a quick briefing about Colin Barnett, the former Premier of this state, and quote some of the things that he said. These are my best *Hansard* hits about Ellenbrook. I saw it on the TV news, on my birthday. He promised it.

On 9 April 2009, the then Premier, Colin Barnett, was asked a question in this chamber about whether the government was still committed to the construction of the Ellenbrook rail line.

Colin Barnett answered as follows —

The issue of a rail line for Ellenbrook to the north-eastern suburbs of Perth came up during the election campaign ... Work will be done on preliminary planning and studies for that line during this term of government, and construction is anticipated in the second term of government.

Fantastic. Well done former Premier! There was money in the budget. Money was put towards this in the Liberal Party election costings in 2008. There was money in the state government budget. During a grievance on Ellenbrook rail, on 7 May 2009, the then Premier said —

I defy the member for West Swan to find where I have said that we will commence building a rail line in 2012. We have never said that.

The budget documents say, and I quote —

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. To quote from page 100 —

For those playing at home —

of the 2008–09 *Government Mid-year Financial Projections Statement* —

construction of the Ellenbrook Railway Line (Midland Line Spur) is expected to commence in 2010–11.

It refers to \$16.3 million in 2010–11 and \$52.6 million in 2011–12—over \$68 million—for the Ellenbrook rail line. The government's midyear review document confirms that construction would commence in this term of government. The Liberal Party's election costing booklet confirms the construction would commence in this term of government.

Colin Barnett further confirmed this on Thursday, 6 May 2010, when he said —

I made it very clear that I supported a rail line to Ellenbrook. I also said that if a Liberal government was elected, it would be a second-term project ...

Hang on! Boom, da, da! I love those little dances as we move along. During a matter of public interest on Thursday, 26 May 2011, on Liberal Party election costings, a public transport document was quoted. It states —

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

The Liberals lied to members; the Liberals lied to me; the Liberals lied to Ellenbrook. When asked about the Ellenbrook line after this—I have a quote here from 19 March 2015—Colin Barnett said, “We abandoned that project”. Every election was frustrating because at every election the Liberals promised a rail line to Ellenbrook, knowing that they were lying. They knew they would not do it. I have a very good quote from Premier McGowan

Ms Libby Mettam; Mr Dean Nalder; Mr Terry Healy; Mr Bill Marmion; Dr David Honey; Amber-Jade Sanderson; Mr Zak Kirkup; Mr Dave Kelly; Mr David Templeman

---

about Colin Barnett, who is a very smart man. He is a brilliant strategist because he won the election. I do not disagree that he won a large number of seats for the other side. It was a convincing campaign. I know why we did not win that election—it was because we do not like to lie and put out mistruths. Premier McGowan said it well in relation to these promises —

The people of Western Australia have been conned ... the Premier reminds me of Victor Lustig ... He is the bloke who sold the Eiffel Tower twice! On two separate occasions he conned people by selling the Eiffel Tower when he had no capacity to do so. The Premier of this state is the Victor Lustig of Australian politics. He is the bloke who goes out there and says one thing when he knows it is not true, and that is exactly what he did in the lead-up to the state election when he conned the people of Western Australia with all these promises, some of which used public money, yet he knew prior to the election that he would not deliver on them.

Members, it is sad.

[Member's time extended.]

**Mr T.J. HEALY:** I refer to my very good friend “Little Frankie”, the former member for Swan Hills, and his first speech, which I will finish on later. In his first speech on Thursday, 13 November 2008, he said it so well —

The challenge is to get Ellenbrook back on track ...

Not long after that he criticised Labor for promising Ellenbrook rail. On 24 June 2014, the then member for Swan Hills, angry that we had promised Ellenbrook, again said —

The Labor Party again promised a train to Ellenbrook and it did those circles—ring-a-ring o’roses, a pocket full of posies—to transport the people of Ellenbrook around on its Metronet.

A government member: They all fell down.

**Mr T.J. HEALY:** In fact, they all fell down.

I now seek to provide commentary on the broken promises to Ellenbrook of some other Liberal members of Parliament. Former member for Vasse Troy Buswell told us that the Ellenbrook line was not needed. He said on 26 May 2011 that no more than 2 000 people a day would use the entire Ellenbrook line. He said the same thing about the Murdoch train station. He said that at peak time, that was the number of people who got on the train at Murdoch, and that people would not use the Ellenbrook line. It sounds like what was said about the Mandurah line—no-one wants to come to Perth from Mandurah. On 23 May 2012, Troy Buswell said —

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

...

We promised to build it because we thought the former Labor government would have done the work.

...

The member for Swan Hills can go out there next week and say, “I have got good news for you. Between 2062 and 2112, —

That is 100 years from now —

you will get a railway line in Ellenbrook!”

They are the promises from the Liberals!

It was the arrogance of taunting people from Ellenbrook that really astounded and frustrated me. I would like to draw on a couple of statements. I might start with the member for Darling Range when she was an upper house member. On 13 April 2011, she said —

The idea of a rail line to Ellenbrook was not even a thought for many residents of Ellenbrook until Hon Alan Carpenter raised it and made it a promise ... However, I want to inform fellow members of the real transport issues that have been affecting the residents of Ellenbrook for many, many years.

There was not even a thought for the residents of Ellenbrook!

**Mrs A.K. Hayden** interjected.

Ms Libby Mettam; Mr Dean Nalder; Mr Terry Healy; Mr Bill Marmion; Dr David Honey; Amber-Jade Sanderson; Mr Zak Kirkup; Mr Dave Kelly; Mr David Templeman

---

**Mr T.J. HEALY:** Okay. That is great to hear. I am glad she lived there. All I am saying is that it is frustrating that Liberal Party members say one thing and then do not do it. Of course, member, I now understand why the member for Darling Range lost a state election and a local government election in 2017. I think the people of Byford are starting to get wise. Does the member support Byford rail?

**Mrs A.K. Hayden:** Of course I do; do you?

**Mr T.J. HEALY:** Fantastic. Of course I support Byford rail. I am very, very impressed.

The now member for Hillarys, when also in the other place, said on 18 May 2016 —

Nobody is making excuses for how long it may have taken the government to deliver a public transport plan.

All we have are excuses. He also said —

It is funny that opposition members always want to hammer the government for the idea of fully costed projects. Quite clearly, opposition members do not understand what fully costed means ...

How dare he say that after the fully funded, fully costed 2013 state election? Comments of the member for Riverton were referred to in an article in *The West Australian* of 2 May 2016, and I quote —

Treasurer Mike Nahan admitted that the Ellenbrook voters had reason to be sceptical about the State Government's public transport promises as he revealed details of yet another Liberal plan to connect the growing northern community.

...

Dr Nahan said the Liberals should not have matched the Carpenter Labor government's promise for the rail line in 2008 ...

Members, I agree. Voters were sceptical at the election and they showed that they were sceptical of all Liberal Party promises. I will quote the member for Geraldton, if I can. In 2009, when he was a Liberal Party member of Parliament, he said —

On the subject of railways, I support the development as soon as we can of the Ellenbrook railway ...

I thank the member for Geraldton; I certainly appreciate that. The member for Scarborough said that the Ellenbrook line was overpromised and was breaking an election commitment. She accused Labor of overpromising and breaking election commitments.

The former member for Kalamunda, Liberal member John Day, also said on 26 May 2011 —

... what matters to the people of Ellenbrook is that a good public transport service is provided, and that is now the case.

He said that before the Liberal–National government had built the train line. He said that he, the Premier, and the former Minister for Transport went on a Transperth bus and visited Ellenbrook in December the year before. He went on to say that they learnt from the briefing that the residents of Ellenbrook were well satisfied with a very good public transport service. What arrogance! They were not satisfied with the previous government's public transport service. The former member for Joondalup, Jan Norberger, said in this place on 24 June 2014 —

The last thought bubble that came from members opposite, as we all know very well, was Metronet. That was not a thought bubble as much as it was a fantasy bubble. It was never going to happen.

Well, Jan, it is happening, and the Railway (METRONET) Amendment Bill 2019 is a key part of it.

Labor members love this quote from One Nation; even One Nation endorses us! Colin Tincknell said in the other place on 15 August 2019 —

There is no doubt the Labor Party has a better record when it comes to rail.

I do not often seek endorsement from One Nation, but it is getting pretty bad when even that side of politics is endorsing what we are doing.

The member for Bateman is another great advocate for public transport. He was one of our great hopes—someone who was going to save us and change the government of the day. I would like to quote him in this place on 24 June 2014. He said —

... I have already said that if we think of only rail, we will not actually deliver.

Not only did he not think of only rail; he also did not deliver! That was the frustrating part. If you do not deliver anyway, well, so be it. Here is another awesome *Hansard* quote from the member for Bateman on 15 September 2015 —

Ms Libby Mettam; Mr Dean Nalder; Mr Terry Healy; Mr Bill Marmion; Dr David Honey; Amber-Jade Sanderson; Mr Zak Kirkup; Mr Dave Kelly; Mr David Templeman

---

I have been in the press and said that I do not believe that a rail solution to Ellenbrook is needed for 10 to 20 years.

Ten to 20 years, he said! He continued —

Labor members think it should be done sooner than that, yet they will not commit to doing it next term. Obviously, these things were said before we won the 2017 election. We clearly committed to it and people clearly liked it. That is why we are here and we are literally debating that legislation right now. The member for Bateman also said —

If they want to bring this project on quicker than the next 10 years, it will have to start construction next term. Are Labor members committed to starting construction of the Ellenbrook rail line next term if they win government?

Trust me, everyone knows we are going to do that. The final quote from this speech by the member for Bateman states —

One of the faults of this government is that we do not trumpet enough exactly what we do.

Members, trust me: everyone knows what that Liberal government did and did not do. On 24 June 2014, the member for Bateman said in this place —

The opposition talks about delivering the Mandurah rail line. Everyone knows that the Liberal Party started that. Opposition members claim that they finished that, but it is not even finished.

Members, everyone knows that the Liberals do not get around to starting rail lines, be it in Mandurah or at the airport. On 11 October 2017, the member for Bateman said —

We raised the concern that the Labor Party made a commitment in 2008 and 2013 to build Ellenbrook rail. In fact, all last term, the current Minister for Transport had a bumper sticker on her car that said, “Just build it.”

That is, Metronet. It continues —

Members would think that, given that it made it an election commitment, the government would be pretty determined to just build it.

We are building it. The final quote I have from the member for Bateman is from 21 March 2018 —

There is a train line in the Perth and Peel transport plan. Look it up. The only difference is how we get to Ellenbrook, and the timing.

That is the entire problem—how we get there and the timing of the journey of this entire project for the last 10 years. The member for Bateman was the Minister for Transport. I remember when he came to this place and said that he had a vision. He was going to build rail, not delays. He was going to do all these wonderful things and break the horrible tradition the Liberals have on rail. He became transport minister and we were all excited; we thought things were going to happen. We held out such hope. The member for Bateman was going to challenge Premier Barnett and build all of Metronet, but he failed. He became just another Liberal. That was so frustrating after we had placed such hope in him.

Last weekend I saw *Star Wars: Episode III—Revenge of the Sith*. There was a moment that felt like when we were reaching out to the member for Bateman, saying, “You were the chosen one! You were supposed to destroy the Sith, not join them! You were supposed to bring balance to the Force. You were supposed to build Metronet, not leave it in darkness!” That is what the member for Bateman and the Liberals did. It was not until Mark “Luke Skywalker” McGowan came out in *A New Hope* with Rita “Princess Leia” Saffioti, boarded the *Millennium Falcon* and built that train line, that we got there.

I would like to close on a couple of quotes.

**Ms R. Saffioti:** Who’s Jar Jar Binks?

**Mr T.J. HEALY:** Can I say the member for Dawesville is Jar Jar Binks? My wife actually likes Jar Jar Binks, so that is a compliment in my house!

I will quote former Minister for Planning and Infrastructure Hon Alannah MacTiernan, referring to the Liberal Party’s track record on rail during debate on the Mandurah line in this place on 12 September 2002 —

You really are a mob of troglodytes.

That is a quote from *Hansard* of 2002. That sums up the Liberal Party. I will finish by quoting “Little Frankie”, the former member for Swan Hills. He said, in his first speech in this place—he says it so well —

Ms Libby Mettam; Mr Dean Nalder; Mr Terry Healy; Mr Bill Marmion; Dr David Honey; Amber-Jade Sanderson; Mr Zak Kirkup; Mr Dave Kelly; Mr David Templeman

---

... the promised land of Ellenbrook is better described as a land of promises, of which very few have been kept.

That is so true. Thank you.

**MR W.R. MARMION (Nedlands — Deputy Leader of the Opposition)** [7.55 pm]: I rise to support the Railway (METRONET) Amendment Bill 2019. It is actually a very simple bill. No-one has talked specifically about the mechanics of the bill, but I will start with the mechanics. It is basically supporting an alignment—simple as that. All we are actually doing through this legislation is amending the current legislation to incorporate a railway line from Bayswater to Ellenbrook, known as the Morley–Ellenbrook line. That is basically what we are doing in this bill; it has only eight clauses. An interesting thing that I did not know before I went to the briefing is that the alignment that will allow the construction of the Ellenbrook line is really only a line. It allows the final alignment to be within a two-kilometre reserve. We are basically debating the centre line of an alignment and allowing, through the Public Works Act, the final alignment to be approved within a two-kilometre corridor. That was a bit of a surprise to me, but then I realised that, historically, when we build a railway line, we need flexibility because there needs to be some leeway for making changes to the horizontal and vertical alignments of a railway line, particularly if we are going through difficult topography. This is fairly flat, so having a two-kilometre corridor allows us a hell of a lot of leeway in respect of getting the final alignment. That is the first comment I want to make on the bill, but that is probably just a matter of fact.

The way the alignment is described in the bill under proposed schedule 3, “Line of Morley–Ellenbrook Line”, is interesting. It really only specifies five key coordinated points, roughly going north–south. It does not have a precise alignment of points. The minister might like to explain why that is the case in her reply to the second reading debate. I do not think she is really listening, but maybe the advisers in the gallery are listening and will explain. If we compare this with an alignment for a road or a mining reserve, in those cases we actually specify the alignment fairly precisely in terms of the points. Clause 8 inserts schedule 3 after schedule 2, and specifically describes map grid coordinates for five points; but if we look at the alignment in the plan, there are more than five deviation points in the alignment that is part of the document titled “Railway Enabling Act”. The Public Transport Authority drawing number is referred to in the bill, which is important: it is 25–C–00–0014, revision B. That is the alignment presented as part of the bill, and the way I read it, it has more than five deviation points. I would be interested in the minister explaining this. The way I read schedule 3 is that the wording of the bill gives a rough idea of the alignment, with five specific points, but there is a fair bit of deviation in that. When the bill becomes an act, the number I just quoted from the Public Transport Authority drawing is that of the alignment that people will basically be referring to.

This is quite a simple bill, but I want to now talk about some of the reasons that alignment was chosen and ask questions about it. The minister might like to explain this. I will raise a number of questions about the benefits of the alignment that has been chosen. The first question we might ask about the alignment is what other options were considered for it. I have heard that some hundreds of options were looked at by other people, but at the stage of project definition we usually get down to two, three or four alignments in contention, and, ideally, but maybe not, net present value analysis of the favoured three options is done to determine the parameters that each of them may have and thus the best alignment. Just because a net value analysis is done does not necessarily mean that the option with the best analysis is chosen, because it may have the highest capital cost and there may not be the money to build it. It would still be interesting to know whether any other alignments might have included other destinations or station locations. The member for Vasse mentioned Morley Galleria Shopping Centre. Do any alignments consider that? If those sort of options were considered, would there be a contribution by the owner of that property? Talking about that concept, were contributions by owners or interested parties who might benefit from the alignment considered for any of the alignment options? They could include councils. I remember that when the alignment for the Mandurah–Perth rail line was put into place—the member for South Perth will remember this—the City of South Perth was very keen that an option for a station opposite Richardson Park be considered.

**Mr J.E. McGrath:** We’re still waiting for that.

**Mr W.R. MARMION:** We are still waiting.

I think the City of South Perth was asked to contribute \$1 million. It was such a long time ago, but I know that the alignment of the road was done such that there is a space in the road, which cost some money.

**Mr J.E. McGrath** interjected.

**Mr W.R. MARMION:** I know it was done, because I was involved in it.

**Mr J.E. McGrath:** You were working for Alannah!

**Mr W.R. MARMION:** No, I was not; I was working for the private sector doing work for Syme Marmion.

Ms Libby Mettam; Mr Dean Nalder; Mr Terry Healy; Mr Bill Marmion; Dr David Honey; Amber-Jade Sanderson; Mr Zak Kirkup; Mr Dave Kelly; Mr David Templeman

---

There was an issue that it was an added cost to the net present value of building the line from Perth to Mandurah and it would have had to have been contributed to. It was a good outcome, because there is now an option for a station to be put into South Perth one day. I use that as example of just one aspect—the member South Perth is here; that is why I used it—of myriad issues that have to be considered with the alignment that we are looking at this evening.

**Mr J.E. McGrath:** Can I just interject?

**Mr W.R. MARMION:** The member for South Perth certainly can.

**Mr J.E. McGrath:** The history of the South Perth train station was that when the Labor government decided to go along the freeway rather than through the route that our government was seeking, it needed a vote in the upper house to get it through, and a Greens member said, “I will support you, provided you put a station in South Perth.” We are still waiting.

**Mr W.R. MARMION:** I thank the member for South Perth for that interjection. I can add another unknown.

**Mr J.E. McGrath:** Mind you, we had a chance to do it, too.

**Ms R. Saffioti:** Just for the record, the member for South Perth said, “Mind you, we had a chance to do it, too”!

**Mr W.R. MARMION:** Just on that, without any further interjections, members, otherwise I will never finish, we are now talking about a totally different alignment, which is not even the one we are looking at.

**Ms R. Saffioti:** You started it.

**Mr W.R. MARMION:** I know!

While we are still on this, and even better, because this relates to net present value and alignments, another option was proposed by Leighton, which was actually to build the rail line. People from Leighton went to a University of Western Australia function where some of the final-year engineering students were presenting various random options for alignments. One group came up with an interesting option. Because the train line was already going underground in the centre of Perth, the option was to continue the underground alignment under the river and have an underground station in Mends Street and then have the train line pop up at the same spot on the freeway where the station would be. There would not need to be a station at Richardson Park because there would be one at Mends Street, which is closer to the Zoo. The benefit of that also was that there had already been costs for sinking, with the boring equipment on site. The distance between Perth and Mandurah would be shorter, so I think the net present value was a lot better. The minister at the time said that if Leighton could come back in four weeks and tell him that it would not cost an extra dollar, they would go with it, but four weeks was not enough time to take the risk. That is a side fact. I can always bring in those side facts if members like. For the record of *Hansard*, that is something of a lost opportunity.

I get back to the alignment we are talking about today. Before I get on to the alignment, I want to mention Ellenbrook. The history of Ellenbrook is fascinating because it is an example of building a residential area with a bit of a risk, although The Vines Resort was there already, in building a development further from Perth. There were perhaps a lot of other opportunities to build residential developments between Ellenbrook and Perth. I think the Ellenbrook development won international awards for its design. The people who developed Ellenbrook went overseas and studied lots of different elements, and they came up with the design. People might remember 20 years ago when Ellenbrook was being advertised on television, the ad showed people walking down the streets. It was a very well designed suburb. It was based on different nodes as they developed. I cannot remember all the names. There was Coolamon. The minister will know all the different ones. Six different designs were developed. I think the plan was to make it a residential area of 30 000 people; that was the aim. The aim was also to try to make sure that the highest percentage of people as possible worked in the area, as was done in Yanchep. When creating a development, that is always the aim, and to get up to 30 per cent is pretty good. That was the aim. The company developing the area was LWP Property Group; I think it was the project developer.

**Mr J.E. McGrath** interjected.

**MR W.R. MARMION:** Yes.

Russell Perry was engaged as the project manager. He was well regarded. He was head of the Urban Development Institute of Australia at one stage. Unfortunately, he passed away from motor neuron disease a couple of years ago. He was possibly in line to become WA Planning Commissioner. He was a very good operator and designed the Ellenbrook precinct to try to get as much commercial activity as possible. Indeed, our company did work on an industrial incubator. There was already a business incubator in Ellenbrook at the very beginning, and we tried to get a commonwealth grant—Russell ran this—to get a light industrial incubator, but it did not get up. Ellenbrook has done very well. The last figures I saw showed that the population has not quite reached 30 000, but it is getting close, and the minister will probably know that is true. Transport has obviously always been the issue for Ellenbrook,

Ms Libby Mettam; Mr Dean Nalder; Mr Terry Healy; Mr Bill Marmion; Dr David Honey; Amber-Jade Sanderson; Mr Zak Kirkup; Mr Dave Kelly; Mr David Templeman

---

as it has been for Yanchep. Today we will agree to an alignment that sets up a train line from Ellenbrook to Bayswater. The question we ask is whether that is the best alignment. I do not know. I am sure the minister will explain why it is the best alignment and whether other options were considered. If members look at a map of the proposed rail line, they will see that it is not a direct line. When trains travel along an alignment that is not a direct line, the journey will take longer. Governments have to look at the benefits of an alignment that does not go in a straight line. One benefit might be that it does not go through Whiteman Park. That might be the answer to one part of it. It might be that the government wants to pick up certain population densities to ensure a higher net present value of the project so it has aligned the rail in highly populated areas or areas that may be highly populated in the future. That raises another question: will this alignment allow for future residential areas? I asked the advisers whether the alignment will interfere with residents' land and the answer was yes. Some residents will be impacted and the minister might like to confirm whether land resumptions will be required. As I have mentioned in Parliament before, I was involved in land resumptions when I worked for Main Roads. We used to build roads before the metropolitan region scheme amendments had been done because we had agreement with the landowners in writing.

Madam Deputy Speaker, there is a bit of interference over there.

**The DEPUTY SPEAKER:** I am, sorry, members; I think we have a little bit of noise going on. Please keep it quiet.

**Mr W.R. MARMION:** When governments decide to build alignments without owning all the land required for those alignments, they obviously have to acquire the land or reach an agreement with the landowners to sort out compensation later, and that is how we managed to work at Main Roads. We built extensions through properties or through the frontage of properties and we sorted out the paperwork later, and that was done by agreement. Some governments have not had that agreement, which was a problem with stage 4 of the Mitchell Freeway. Every time the two gentlemen from Main Roads went to resume a particular market gardener's land, they were confronted with a shotgun. He was not very keen to have his land resumed. We had to go through a very long process. I was told that it was a two-year process at Main Roads. If the government needs to acquire land that it does not own, this triggers the provisions of the Public Works Act 1902, so the government has the power.

[Member's time extended.]

**Mr W.R. MARMION:** I have not even started!

I would like to know whether that will add to the time of the project, which is another issue. The members for Vasse and Bateman raised the issue of costs, but timing is also an issue. As the member for Southern River said, this project has been talked about for decades and, obviously, the people who live in Ellenbrook are looking forward to it being completed. Information about the timing would be useful.

I had better look at my notes to see what I was going to talk about in the remaining 13 minutes. By way of background, I remember going to Mussel Pool, Whiteman Park, for the first time when I boarded in Perth. I did not believe that a place like that could exist. It felt a long way out of Perth when I visited as a young boy. I thought Guildford was a fair way from Perth, but it is a fair way from Guildford to Mussel Pool. I was fascinated by what a great place it was. People were saying that it could be the Kings Park of that area, it was such a big area. It is a great area. One of the benefits of the alignment is that it will service Whiteman Park in terms of people visiting it as a tourist attraction, which is a positive.

In talking about other alignments and options, I would like the minister to talk about any land value upgrades that might happen and whether the business case included land value upgrades. Obviously, an alignment alongside Whiteman Park will not necessarily mean an increase in rates for Whiteman Park but what about the houses on the other side of the alignment? Has the Valuer-General given the minister any information to suggest that those property values will increase because of the alignment? Perhaps that is another good economic benefit for the local authority in that area.

I turn to some of the technical issues that I want to talk about. When governments build train lines that are basically spur lines, there are often storage issues with the sheds at the end of the alignment. It may be that during the day or at night, the trains are sent back to Perth or to some other spot along the line. The minister might like to advise the house whether there will be extra costs at the termination area for parallel lines to store some of the trains, whether they will need to be covered and whether the government will take advantage of any maintenance facilities to undertake maintenance of the trains if they are parked during the day and not needed until the peak hours. That leads to my next question, which has been raised by the member for Vasse. The alignment ties in with Bayswater station and it will be where the Midland, Forrestfield and Ellenbrook lines come together. It will be interesting to know whether there will be constraints on the capacity of trains going from Bayswater to Perth and how the separation of the three different lines will work. Obviously, it will work pretty easily off peak but what will the constraints be during the morning and evening peaks? If the population of Ellenbrook and the areas along the new Ellenbrook line grow over time, will this alignment last or will the government build a parallel line into Perth along the current



Ms Libby Mettam; Mr Dean Nalder; Mr Terry Healy; Mr Bill Marmion; Dr David Honey; Amber-Jade Sanderson; Mr Zak Kirkup; Mr Dave Kelly; Mr David Templeman

---

alignment? Governments might take up what the member for Bateman said. The 20–35 had a different alignment and a different spur arrangement. Was that option considered before this one was put forward?

Another issue that the member for Vasse raised was patronage. When the minister made the Ellenbrook line announcement, she mentioned patronage figures. I am interested to know what patronage is expected because one of the issues with Ellenbrook is where people work. The ideal situation would be if 100 per cent of the people who live in Ellenbrook also work in Ellenbrook. It would be a fantastic and sustainable community, but obviously that is paradise and we do not get that. If they work in Joondalup, this alignment may not help and they might have to catch a bus or use their car. If they work in Midland, is there a benefit in catching a train to Bayswater and then catching a train to Midland or is catching a bus the best way to go? I would like some information about consumers in Ellenbrook. What public transport options will this create in terms of their destination and how will the alignment improve that? It may be that a significant number of people who live in Ellenbrook work in Perth, which means that the alignment is a pretty good solution. Mind you, it will not be a direct line so that will add a bit of extra time to the route.

I have covered most of the points that I wanted to. However, I should mention parallel shunting lines, which are sometimes needed for the operation of a train line. It is probably not a big issue in a greenfields development, but quite often residents object to parallel shunting lines being near their homes because they are noisy. Quite often the only place they are needed is near the termination end, but someone may have cleverly worked out where others need to go.

The member for Bateman raised another important issue about the actual cost of the project. There is the cost of not only building the Bayswater–Ellenbrook line, but also there will be other cost implications to upgrade the track between Bayswater and the city. What will be the cost to upgrade the Bayswater station and will there be ancillary costs to build any sheds, maintenance facilities and parallel lines? It will be interesting to know whether all those things have been put into the actual costings. Finally, when the government has done all that, will the likely capital costs, or even the broken up capital costs, go into the budget, and at what stage will the operational costs be put in? Does the minister have a rough idea about the actual profitability or loss of the line? When I was Minister for Transport for a brief period of six months, I was advised by the Public Transport Authority that the ballpark return on a line was, say, 30 per cent; in other words, if it cost \$1 billion to run the network, \$300 million in ticket sales would come in and the taxpayer of Western Australia would have to throw in \$700 million. Depending on patronage on the Ellenbrook line, it may be better than that, or if it is not as high as the current mean patronage on the network, it may be higher. I would be interested to know whether the PTA has advised the minister what those figures will be.

I will check to see whether there is something else I can throw in in the remaining four minutes. The minister might like to comment—I am sure it is going to be the same—on the fare structure and where the zones will be. Does she have any rough idea how many zones there will be? That could be a good selling point for the people of Ellenbrook. If they do not want to go all the way into Perth on the train, they might base their decision on whether to catch a bus or train to Midland on where the zones are.

**Mr J.E. McGrath:** What about the journey from Ellenbrook to the city? Has it been identified how long that will take?

**Mr W.R. MARMION:** Could the minister advise how many zones there will be and what the cost will be?

**Mr J.E. McGrath:** How long will it take?

**Mr W.R. MARMION:** I do not think the zones will be the same as those on the Mandurah line. I presume people will not pay as much for their journey to Perth as they do to travel between Mandurah and Perth, because it is a shorter route. It will be interesting to have a rough idea and to know whether the people of Ellenbrook have been advised what that timing will be.

I know that lots of other people are dying to speak on this bill! I do not want to hold up the bill, but I want to make sure I have covered all the things that I wanted to mention because last time I spoke on a bill I missed mentioning something.

**Mr J.E. McGrath:** What about where you have to change trains?

**Mr W.R. MARMION:** Yes. I will finish on one more very important point. When the train reaches Bayswater, will the train carry on to Perth or will people have to get off and get on another train every time or only sometimes? I would like a rough idea about that and would be interested in a percentage.

**Mr J.E. McGrath:** You might want to go to the airport. You might be going to London!

**Mr W.R. MARMION:** Member for South Perth, I am talking only about people who want to go to Perth. The minister is nodding her head; she understands what I am asking. If passengers are going from Ellenbrook to Perth, will they have to get off at Bayswater or will all the trains from Ellenbrook always go into Perth?

Ms Libby Mettam; Mr Dean Nalder; Mr Terry Healy; Mr Bill Marmion; Dr David Honey; Amber-Jade Sanderson; Mr Zak Kirkup; Mr Dave Kelly; Mr David Templeman

---

**DR D.J. HONEY (Cottesloe)** [8.24 pm]: As indicated by our lead speaker on the Railway (METRONET) Amendment Bill 2019, the member for Vasse, the Liberal Party supports the bill. However, it still has a number of concerns and questions given the discussion today. We often hear that public transport is a no-brainer and that we should dramatically grow public transport because of its intrinsic benefits, but it is interesting to look at public transport data. In the last census—these figures are statewide, so they will be a little biased by country figures, but still indicative—in Perth 80 per cent of the population drives to work; that is, eight out of 10. Only 8.1 per cent of people catch a train, bus or ferry to work and, in fact, just about half that many ride bikes or walk; that is, 3.8 per cent. Compare the billions and billions of dollars—possibly more than \$10 billion—invested in the train network to finish Metronet with expenditure on bicycle and pedestrian infrastructure. Given the weight of commuter traffic carried by those other areas, it is a pretty weighty investment in trains and this is one thing that leads people and governments to ask questions. Although people think building train lines is a no-brainer, it is extremely expensive and governments have to make choices not to spend money in other crucial areas. People love trains. Perhaps, the Minister for Police is the only member who knows this because she was present during the Burke government. I stand to be corrected whether any other member was in here during the Burke government. However, the minister and others who are interested in politics know that the Liberal government in 1979 received enormous public criticism for closing the Fremantle train line. The Burke government was swept into power in 1983 for a number of reasons, but the Fremantle rail line was a big issue in that campaign. Professor Peter Newman was very prominent in the campaign to reopen the line. It is clear that people like trains. We acknowledge that the government went to the electorate with this proposal—it said it was going to do it—but it is worthwhile to share with the community at some stage the high cost of these projects. According to 2018–19 data, the average subsidy per passenger per journey for public transport is \$5.87. The average person who commutes to and from the city on a weekday is subsidised the better part of \$12 a day. The average fare paid is only \$2.01 per journey, so 75 per cent of the cost of running public transport is paid by a subsidy from taxpayers.

**Mr J.R. Quigley:** Is that why Charles Court shut down the Fremantle line?

**Dr D.J. HONEY:** You should know, Attorney General; you are a student of politics. The rumour at the time was that it was about improving the speed of the transport of tanks to the port of Fremantle, which sounds pretty fanciful. But I suspect that it was looking at the cost. We, the community, emotionally like trains, but I am saying that if we look at the cost of public transport, we find that there is an enormous cost for a very small percentage of the population. Less than 10 per cent of the population catches public transport when commuting to work.

**Mrs M.H. Roberts** interjected.

**Dr D.J. HONEY:** The Minister for Police was in Parliament at the time so she would be aware of that.

It is very costly, so these are real considerations. It is not just a matter of saying that we can build these lines anywhere, because there is a huge capital cost and, more than that, there is a huge operating cost. We have not seen how much this is going to add to the recurrent subsidy. I anticipate that it will be in the \$100 million-plus range, based on what we are told. That recurrent expenditure, year on year, will come out of other government programs. This project is committing governments for the next 30 years, to that recurrent expenditure, year on year. There is a real cost, and we need to see transparency on that. I know some members might be leaping to the debate book on this and talking about how motorists are subsidised as well. The RAC does an annual report on motorists' taxation as a percentage of revenue taken from motorists. I will not go through the whole report, but if we look at commonwealth and state tax on motorists, we can see that the total tax take is \$4.567 billion. That amount is taken each year in taxes and charges from motorists. The total spend in Western Australia on motorists by both governments is only \$2.935 billion. Only 64 per cent of the total revenue taken from motorists is actually spent on roads, so motorists are paying their way. Given that 80 per cent of the population in fact use motor vehicles to get to work, this is a huge commitment, not just now but also in the future. Recognising that people like cars, I am not sure that they are aware of the costs.

We have a particular concern with the route that this rail line will take, and I want to dwell on that a little bit in this discussion. It has raised a lot of concerns, and people have approached me about this in the electorate of Cottesloe, which I know is not affected by this line. People from that area have come and seen me about the potential impact on Whiteman Park. People are concerned because they see this as a portent of urban development in what is called the Marshall Road area. One of the reasons they are concerned about that is that the Labor Party in this state has form in this area. The member for Vasse has already made reference to this, but if we look at *Hansard* for Tuesday, 26 June 2007, we see that Hon Giz Watson, in the other place, moved a disallowance motion that read —

That metropolitan region scheme amendment 1027/33, Whiteman Park and Environs, published in the *Government Gazette* on 30 March 2007 and tabled in the Legislative Council on 4 April 2007 under the Planning and Development Act 2005, be and is hereby disallowed.

Ms Libby Mettam; Mr Dean Nalder; Mr Terry Healy; Mr Bill Marmion; Dr David Honey; Amber-Jade Sanderson; Mr Zak Kirkup; Mr Dave Kelly; Mr David Templeman

---

I will not go through her entire speech, but I will highlight some parts of it. There was a proposal —

... to transfer 249 hectares of park and recreation reservation from the southern portion of Whiteman Park, referred to as the Marshall Road precinct, and 82 hectares of adjoining rural zoned land to the urban zone.

The Labor Party—some members opposite were part of that government at the time—has had its eyes on this area for urban development. That is why people are really concerned about this rail alignment through the Marshall Road precinct. Hon Giz Watson said —

The rezoning of this part of the area designated as part of Whiteman Park is, in my view, a breach of the trust and understanding of the original owners who agreed to sell the land that they owned back in the early 1970s.

Again, the member for Vasse went through that in detail, but that is something that people who live in that area care a lot about. The government should not kid itself on this. I am certain that a large number of people in Ellenbrook are very keen on this rail line. Equally, those same people are very keen on preserving Whiteman Park, and they are very concerned about what the government's real intentions are with this alignment. I will not go through the history of the allocation of land again. That was covered by the member for Vasse, but Hon Giz Watson covered areas that I am particularly interested in. One of them is water. One of the reasons that that area has been set aside was to protect the quality of water in the Gnangara water mound. She makes some salient points, that somehow this was taken from a priority 1 water area to allow urban development, but somehow or other the delineation of the required area matched the cadastral line for the excision of this area. I share her scepticism on that. The truth is that urban development of the Marshall Road lands would represent a threat to water quality. There are still bores in that area extracting groundwater for use in the Perth water scheme. I will not go on—Hon Giz Watson covered that well—but that is why the people in the area and members on this side of the house have very great concerns about the intentions of the government on this matter.

There are real reasons for a range of concerns. I was fascinated to see, in this place, the near hysteria over the Beeliar Park bill, dealing with four to six hectares of land that was going to be affected if Roe 8 continued on its proper alignment, and the park was not established. Here we are talking about 250 hectares of land. This is important land. I will go through some of the environmental values of that area. This is from the flora and fauna survey on the Whiteman Park website. There have been various discussions about environmental values in this area, but in that park there are over 100 bird species, including wedge-tailed eagles. Wedge-tailed eagles thrive on open grasslands. They very rarely feed in forests. They hunt their prey, by and large, on open grasslands. If we are taking 250 hectares of degraded bush and grasslands out of that park and turning it into urban development, we are taking away crucial feeding ground for the wedge-tailed eagles.

**Ms R. Saffioti:** Member, where does it say we are doing this?

**Dr D.J. HONEY:** I will go further, if the minister likes.

**Ms R. Saffioti:** You're talking about something the bill isn't doing.

**Dr D.J. HONEY:** I will go further. I am expressing concern, and we want absolute certainty from the government that this is not the first part of reinvigorating the 2007 plan to turn this into urban development. There are over 150 invertebrate species, and various amphibian species in the area. There are 32 reptile species, including the bearded dragon, the king skink and the long-necked turtle, which members here know is quite a significantly endangered species. There are eight mammal species, including the western grey kangaroo, the honey possum and the southern brown bandicoot. There is no doubt whatsoever that there are significant southern brown bandicoot populations in the Marshall Road area. There is the black-gloved wallaby and the short-billed echidna. We have talked about the birds: ibis, black swans, numerous duck species and the like. This is an important area that has important environmental values and, as I said, this government has form. The Labor Party has form.

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

**Dr D.J. HONEY:** I am sure the Leader of the House has had his eyes on turning that area into urban development.

**Ms R. Saffioti:** You're talking about the 2000 Richard Court plan.

**Dr D.J. HONEY:** I am happy for the minister to respond and reassure me on this.

**Mr D.A. Templeman:** You're shooting from the hip, and that Winchester's misfiring, sunshine.

**Dr D.J. HONEY:** There is no shooting from the hip here.

Several members interjected.

Ms Libby Mettam; Mr Dean Nalder; Mr Terry Healy; Mr Bill Marmion; Dr David Honey; Amber-Jade Sanderson; Mr Zak Kirkup; Mr Dave Kelly; Mr David Templeman

---

**The DEPUTY SPEAKER:** Ministers, I ask you both not to interject on the member who is on his feet. Thank you very much. Go ahead, member for Cottesloe.

**Dr D.J. HONEY:** The Leader of the House may consider this to be a very humorous matter, but I do not.

**Mr D.A. Templeman:** Wait until you hear my speech. I will slap you down, sunshine!

**Dr D.J. HONEY:** There he goes—he is a bit of a legend! Members opposite may think this is a bit of a joke, but we will remind them about this going into the next election.

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

**The DEPUTY SPEAKER:** Minister!

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

**The DEPUTY SPEAKER:** Excuse me, Leader of the House, I have asked you once before. I do not really want to start calling the Leader of the House —

**Mr Z.R.F. Kirkup:** Throw him out!

**The DEPUTY SPEAKER:** — or throwing him out, although that may not be a bad idea sometimes!

**Dr D.J. HONEY:** As I said, members opposite may consider this a bit of a joke, but the people who live in the northern suburbs do not consider this a bit of a joke. They consider Whiteman Park to be a special part of where they live, including people who live in Ellenbrook. My sister lives in Ellenbrook.

**Mr T. Healy** interjected.

**The DEPUTY SPEAKER:** Member for Forrestfield, we have just gone through the interjections; thank you.

**Ms R. Saffioti:** Member for Southern River.

**The DEPUTY SPEAKER:** That is right—Southern River.

**Mr T.J. Healy:** You were right the first time!

**Dr D.J. HONEY:** Southern River is pretty close to this area, so obviously he knows what he is talking about!

**Ms R. Saffioti:** How close is it to Cottesloe?

**Dr D.J. HONEY:** My sister lives in Ellenbrook and so does my mum. I spend quite a bit of time there actually, minister, seeing both of them, because I care about my family. As excited as people are about the prospect of having a rail line, they are very, very concerned about this alignment through Marshall Road. In particular, they are very concerned that this is a portent of future action by the Labor Party to revisit its plan to turn this into an urban area.

**Ms R. Saffioti:** It was Richard Court's plan in 2000.

**Dr D.J. HONEY:** I care as much about what ex-Premier Court said on this matter as I do about tomorrow's weather. In fact, I care more about tomorrow's weather. I care that the Labor Party, which is in government, is making decisions —

**Ms R. Saffioti** interjected.

**Dr D.J. HONEY:** I will refer to the member for Southern River because he has continued with the misleading that has been going on by this government. The government has been asked on many occasions during question time whether this land—the 250-odd hectares that will be split off from Whiteman Park by this rail line—will be zoned urban or whether it will guarantee that it will not rezone this land urban. On several occasions, all we have heard is the glib answer, “You were going to make it into a cemetery!” I want the government to answer that question specifically.

[Member's time extended.]

**Dr D.J. HONEY:** I am referring to the “Final Whiteman Park Strategic Plan 2017–2021”. The plan states —  
Whiteman Park is composed of a number of distinct land use areas, which collectively define the Park.

...

4. Marshall Road lands—land sections on the southern section of the Park that provide both a buffer and integration with suburban developments to the south of the Park.

It refers to a number of potential land uses for that area, including —

- development of sporting fields in partnership with the City of Swan ...

Ms Libby Mettam; Mr Dean Nalder; Mr Terry Healy; Mr Bill Marmion; Dr David Honey; Amber-Jade Sanderson; Mr Zak Kirkup; Mr Dave Kelly; Mr David Templeman

---

- land for outdoor events and concerts ...
- short-term tourist accommodation including camping—Whiteman bushlands
- designated areas for weekend markets and/or 'pop-up' stores—Lord Street lands
- cemetery—Marshall Road lands
- areas designated for youth attractions ...

For government members to sit there —

**Mr T. Healy** interjected.

**Dr D.J. HONEY:** For government members, including the member for Southern River, to stand in this place and say that the previous government's plans for this area were to turn it into a cemetery and imply that that was the only possible use for this area is completely misleading. The member for Southern River knows —

**Mr T. Healy** interjected.

**Dr D.J. HONEY:** Deputy Speaker.

**The DEPUTY SPEAKER:** Member for Southern River, please do not interject.

**Dr D.J. HONEY:** The member knows that in fact that was one of a number of potential uses suggested for that area. It was implied that that was the only potential use for that area. The minister used that as justification for not answering the question. What I have not heard in this place —

**Ms R. Saffioti** interjected.

**Dr D.J. HONEY:** I have not heard a categorical denial by the minister or the Premier —

**Ms R. Saffioti:** You are misleading the house!

*Withdrawal of Remark*

**Dr D.J. HONEY:** Deputy Speaker, I have been accused of misleading the house and I want the minister to withdraw.

**The DEPUTY SPEAKER:** That is not a point of order or any reason to withdraw it, member for Cottesloe.

**Dr D.J. HONEY:** We get told that it is.

**The DEPUTY SPEAKER:** You should continue your speech without the minister's interjections. Bad minister!

*Debate Resumed*

**Dr D.J. HONEY:** We want a categorical denial by the minister and the Premier that the Labor Party is not using this as the first stage of a plan to turn this into urban development. We want that to be really clear. As I say, members on that side may think this is a bit of a joke or a bit of a fantasy and that we are not to be concerned about it, but I tell them that the people who live in that area are very, very concerned about it. As I say, we will remind them about that —

Several members interjected.

**Dr D.J. HONEY:** We will remind members opposite about that leading into the next election, as we will remind them about their foolish plan to stop the Roe 8 highway. We are definitely relishing that one.

**Ms S. Winton** interjected.

**Dr D.J. HONEY:** We are really looking forward to that, member for Wanneroo, and looking forward to the next election as well!

I need to raise a number of other points in the short time that I have available, but I will not extend it too long. The first one is that we need clarity on the business case for this rail line. Rail transport is very expensive. The subsidy for rail transport takes away money that government would have for other purposes and other important social purposes.

**Ms A. Sanderson** interjected.

**Dr D.J. HONEY:** The member can answer these questions if she likes. We need a detailed business plan that shows how there is a net benefit to the community from this project, other than just saying that the government thinks it feels good or that this is a political imperative: "This is something we're going to do because we think this is a vote winner on this particular issue." This government has said that it will introduce Infrastructure Western Australia —

**Ms S. Winton** interjected.

**Dr D.J. HONEY:** We have not said that we are not supporting it. We want to understand the basis of it, because there has been no business case. We have asked and asked for it, member for Wanneroo, but we have not seen the business

Ms Libby Mettam; Mr Dean Nalder; Mr Terry Healy; Mr Bill Marmion; Dr David Honey; Amber-Jade Sanderson; Mr Zak Kirkup; Mr Dave Kelly; Mr David Templeman

---

case for this. This government has made a lot of moment of the fact that it is introducing Infrastructure Western Australia and that it will be a prudent spender of capital money. It will not spend money just for political expediency; it will spend money because it is the best value investment for the state. We want to see the business case for that.

This was touched on by previous members: I want to make it clear that we need clarity on the potential impact on commute times for people travelling on the Perth–Midland rail line. Two rail projects are now impacting on that line—the Forrestfield–Airport Link and this project. In the Town of Claremont in my electorate, by the time the Forrestfield–Airport Link trains come in, there will be only an eight-minute gap between trains. That has made pedestrian crossings difficult. When the Forrestfield–Airport Link and this line link with the Perth–Midland line, there is a real question about whether that will negatively impact on commute times for the Perth–Midland line. I understand that introduces quite substantial control and signalling issues. It would be worthwhile the minister telling us whether any modelling has been done on that and whether that will have a negative impact on passengers coming from Midland through that area. I will end on that. As I said, and has been made clear by our lead speaker on this matter, we are supporting this bill. We respect the fact that the government had a strong mandate for this at the last election, but there are important details to be clarified.

**MS A. SANDERSON (Morley — Parliamentary Secretary)** [8.49 pm]: I am very pleased to make a contribution to the debate on the Railway (METRONET) Amendment Bill 2019. I listened very carefully to the contributions of the last few speakers. The comments of the member for Cottesloe were quite surprising. The member for Cottesloe is like some throwback to the 1950s. His contribution was extraordinary. What a way to talk about public transport!

**Mr T.J. Healy** interjected.

**MS A. SANDERSON:** Member, I am not taking interjections from either side of the house, but thank you.

The member for Cottesloe has found himself in the extraordinary position of making heartfelt pleas for an area that is not even part of Whiteman Park, but he has no regard for the Beeliar wetlands. He was happy for a road to be built straight through the Beeliar wetlands. This place went through weeks of consideration on the metropolitan region scheme amendment to protect the Beeliar wetlands. I heard nothing about feeding areas, birds and native wildlife. There was not one peep from that member on those issues. However, this area, which is not even part of Whiteman Park, is now of critical concern and forms the basis of the member's arguments about this particular rail line. The member for Cottesloe was very comfortable with literally building a road through the Beeliar wetlands. What an extraordinary position to take.

I listened intently to the member's comments about how public transport is very expensive and how that money could be spent on other things in the community. All members represent people who rely on public transport. They have no other option. They may be the only person in the hills to catch a bus on a particular route, but, were it not for that bus service, they would have no connection to the rest of their community and to the city. That is why public transport is so important to the people I represent. They need the bus service to go to the doctor or the shops, and to visit their friends. I recall the 80-year-old woman who was impacted by the decision of the former government to cancel the 354 bus service. That was her only connection and ability to do her shopping, go to the doctor and see her friends. That is why this government is investing in public transport. That is why Labor governments are committed to public transport. That is why public transport is so important. For the member for Cottesloe, who lives in a comfortable area, which has access to a train service and a reasonable public transport system, to make those kinds of comments is, frankly, very motivating for a member on this side of Parliament. It reminds me of the importance of being in government and why it is so important that we are on this side and members opposite are not.

The Morley–Ellenbrook rail line has a long and unfortunate history for the community. The first iteration was in 2008, when then Premier Alan Carpenter announced that it would form part of a broader transport vision if Labor were re-elected. I quote from his 2008 statement —

“Good government is about planning for the long term. Not the next election but the next generation.”

That is exactly what was planned then, and that is exactly what we are doing now with Metronet. He said also —

“We have doubled the size of the urban rail network in seven years so the Government has a track record in delivering on these significant projects.

That was the Gallop and Carpenter governments. The statement said also —

The Premier said the comprehensive plan would be delivered in stages over at least two decades and would include:

- extending the northern suburbs railway to Butler, Brighton, Alkimos and, ultimately, to Yanchep;
- ...
- a new dedicated link for Ellenbrook, connected to Perth via the existing Midland line;

Ms Libby Mettam; Mr Dean Nalder; Mr Terry Healy; Mr Bill Marmion; Dr David Honey; Amber-Jade Sanderson; Mr Zak Kirkup; Mr Dave Kelly; Mr David Templeman

---

- a dedicated public transport service to a remodelled Perth airport ...

It would also include new stations along the exiting rail lines.

This has been a vision for a very long time. Labor has been committed to the Ellenbrook rail line for a very long time. For me as a local, as a member for the East Metropolitan Region from 2013, and now as the member for Morley, it has been a long time coming. We are now doing it.

Two years after the Liberal Party was elected in 2008, we saw the long walk back by the former government from the Ellenbrook rail line. It was a shocker. The then Minister for Transport, Hon Simon O'Brien, announced that the government was looking at providing not a rail line, but an enhanced bus service. There was a lot of investigating, a lot of looking and a lot of developing.

**Mr Z.R.F. Kirkup:** It takes time!

**Ms A. SANDERSON:** It does. The previous government said that numerous times over the past eight and a half years. It does take time to do it properly, but there is only so much time, member.

Hon Simon O'Brien said in his statement —

“At the heart of the Government’s proposal is the introduction of the Ellenbrook High Frequency Service—a direct link connecting the suburb with Bassendean train station and Morley bus station,” ...

The statement said also —

Mr O'Brien said enhancing bus services to Ellenbrook had long been a priority for the State Government.

I thought the Ellenbrook rail line was a priority. He went on to say —

“Since being elected I have been working with Swan Hills MLA Frank Alban to ensure that Ellenbrook’s voice is heard and that the community, which was so steadfastly ignored by the former Labor government, gets the enhanced bus services it deserves,” ...

The statement said also —

The Minister also said it was important to note that these changes were only an initial response to the public transport services in Ellenbrook.

My understanding is that at the 2008 election, the former government made an \$850 million commitment to build that rail line. It is clear that we have seen a walk back from that.

In 2013, the rapid bus service was abandoned. That was just before the election. The member for Dawesville is nodding. I am sure he was in the thick of it. There was a lot of hand-wringing: “What are we going to do? We have to come up with another solution. We will not be able to deliver this.” The Premier at the time, Colin Barnett, had said that the government made it clear that it was a second-term commitment. This was a reworking of John Howard’s core and non-core promises. Just before the 2013 election, the former government abandoned that second-term commitment.

Several members interjected.

**Ms A. SANDERSON:** I will talk about MAX light rail, but for now I will stick with the Morley–Ellenbrook rail line. I will read from a statement in 2014 —

New Transport Minister Dean Nalder has vowed to get Perth’s delayed \$2 billion light rail back on track—saying it may be faster and “smarter” to split the project into two parts.

My apologies. That was in relation to MAX, which I will get to. I have lost my place.

Back on the Morley–Ellenbrook line, we then move to 2016, when the then Minister for Transport, Bill Marmion, said that no-one in Ellenbrook had told him that they were upset about the plans.

Several members interjected.

**Ms A. SANDERSON:** That was the plans for a rapid bus transport service in Ellenbrook instead of the rail line. This was around the time of the release of the final Perth and Peel transport plan, which proposed a rapid bus service from Morley to Ellenbrook, due to be delivered in 10 to 20 years. It was not even a rail line. It was to be an enhanced, frequent and rapid bus service. A lot of superlatives were essentially put in front of “bus service” to describe what was going on. It was a mess. No-one knew what was going on.

I now want to talk about MAX light rail. That formed a key plank of the 2013 election campaign. The then Minister for Transport, Troy Buswell, and Ian Britza, the former member for Morley, stood outside Edith Cowan University with a map and said, “MAX light rail is the answer. We have canned the Morley–Ellenbrook line. We are hurting. People do not trust us on public transport. The north-eastern corridor is chronically under-served. We need to come up with a plan.” They came up with a plan, and MAX light rail it was. It was to start with a 22-kilometre line from Balga TAFE, then called Polytechnic West, to the CBD. In the Morley electorate, which I now represent, it would

Ms Libby Mettam; Mr Dean Nalder; Mr Terry Healy; Mr Bill Marmion; Dr David Honey; Amber-Jade Sanderson; Mr Zak Kirkup; Mr Dave Kelly; Mr David Templeman

---

have serviced the residents of Nollamara and Dianella. The City of Stirling rezoned land along Alexander Drive to allow for high-density apartments. Apartments had been planned at Dianella Plaza Shopping Centre. That is still an empty lot. It is a wasteland.

We saw local government respond; it was a project under development. It responded by rezoning, appropriately, as it should have. The then Premier even encouraged people to buy land along the route, and it would have serviced Nollamara and Dianella. It would have gone through Mirrabooka Shopping Centre, Cottonwood Crescent in north Dianella, Morley Drive north, Morley Drive and the Dianella Plaza Shopping Centre. It would then have continued through to Edith Cowan University, Mt Lawley, North Perth, the Perth area and the CBD. It would have been completed by 2018. It was presented with the fully funded, fully costed stamp that went across every one of the Liberal Party's election commitments and turned out to be the greatest lie of that campaign—fully funded, fully costed. I have to say that that commitment contributed to the shoring up of a number of seats, which was exactly what it was designed to do. It was a political approach to an issue that showed that the Liberal Party cannot be trusted on public transport. Morley, Balcatta and Mount Lawley were the seats it was trying to keep. That is exactly what the Liberal Party did. It was cynical and dishonest.

At no point had it made any serious approach to the federal government about funding it despite saying that it was fully funded and fully costed. No federal money was committed to this project at all. That was not apparent until after the election. The Liberals lied to the public about this project. We then saw Opposition Leader Tony Abbott, then soon to be Prime Minister, say to I think the Liberal Naphthine government, "Rail is not in our knitting. There will be no federal money for rail." The then federal opposition leader declared also —

"We have no history of funding urban rail and I think it's important that we stick to our knitting,"  
... "And the Commonwealth's knitting when it comes to funding infrastructure is roads."

It was clear that the Liberal government was never going to get federal funding. It did not have the funding. It was not fully funded and it was the greatest deception and the greatest lie of that campaign.

In December 2013, a year after the initial announcement, MAX light rail was deferred for three years as part of a suite of cuts and asset sales in an attempt to regain control of the state's finances, which were spiralling out of control and tanking under the feet of the government. In April 2014, just four months after that, the new Minister for Transport, Dean Nalder, changed MAX light rail plans when he suggested that it would be faster and smarter to split the project into two parts. PerthNow reports —

Mr Nalder said he considered the north–south route connecting Mirrabooka with the CBD a priority ahead of the proposed east–west line between Victoria Park and Nedlands.

This is the long walk back from MAX light rail. We have had the long walk back from the Morley–Ellenbrook line. We are now having the long walk back from MAX light rail. The member for Bateman insisted that the change was not a broken promise. He argued that the government was looking at buses, which were 50 per cent cheaper. We went from light rail to rapid buses.

My favourite part of the whole scenario is the floating of the idea of an underground rail line to Morley, another thought bubble from the former Minister for Transport. After deciding he would split MAX light rail, he essentially said, according to ABC News in 2016 —

An underground heavy rail line appears to have become the West Australian Government's preferred public transport option.

Premier Colin Barnett and Transport Minister Dean Nalder revealed a rail tunnel from Perth to Morley was being closely looked at, but construction would not start for many years.

We saw an awful lot of navel gazing and examination of projects under this government. It was unable to settle on a single project. I have to say that the underground rail line to Morley created a great deal of confusion in the community. People had no idea what was going on. MAX was still a possibility but after three years, although it had been expecting a rail line through Morley to Ellenbrook, it was talking about an underground tunnel to Morley, plus a rapid bus service. It was a complete mess. The idea of tunnelling to Morley under Beaufort Street or Fitzgerald Street was quite preposterous to most people in the community. Where would they put a station in the activity centre of Morley? How would it work? It was completely undercooked I think is the best way to put it. The Liberals were thinking about it but it would never happen for a very long time, so there was another distraction over here.

Less than a year later, essentially, the Liberals canned MAX light rail in favour of the Forrestfield–Airport Link. If we want to talk about business cases, neither the business case for MAX light rail nor the business case for the Forrestfield–Airport Link was made public. I have been handed a document by the Minister for Transport, in which she indicates that she made a request to the current Leader of the Opposition for the business case this year. We are talking about business cases and transparency, member for Cottesloe. This directly relates to the member.



Ms Libby Mettam; Mr Dean Nalder; Mr Terry Healy; Mr Bill Marmion; Dr David Honey; Amber-Jade Sanderson; Mr Zak Kirkup; Mr Dave Kelly; Mr David Templeman

---

[Member's time extended.]

**Dr D.J. Honey** interjected.

**Ms A. SANDERSON:** The note states —

I refer to his request on 18 June 2019 to allow the release of cabinet documents relating to the FAL and Perth Freight Link. As he is aware, as a rule, neither governments nor oppositions release cabinet-in-confidence documents for which they have responsibility to approve the release of.

This is a longstanding tradition of access to cabinet documents. The rule for access to cabinet documents applies to a Liberal government but not a Labor government. Is that the standard the member for Cottesloe is proposing? It seems to be.

**Dr D.J. Honey:** I'm proposing transparency.

**Ms A. SANDERSON:** The government chose the FAL over MAX. That was a decision it made but it made no financial or business case justification in the public realm. It was estimated that the planning and work that had gone into MAX light rail was worth about \$28 million. The \$28 million spent on that project was just canned. It was one of a litany of wasted opportunities and absolute financial wrecking that was imposed by the previous government on the state of Western Australia and why we now have to clean up that mess.

I could go on because this has been an issue in the community that I represent and have lived in for many, many years. It was chaos around transport planning. When we talk to people locally in the eastern suburbs, particularly in Morley–Noranda, when we say we are going to do this, the level of cynicism is real and palpable due to the constant broken promises by the government of members opposite. It is harder and harder to gain that trust and have those conversations with people. The only way to do that is by delivering and that is what we will do with the Morley–Ellenbrook rail line.

The Morley–Ellenbrook rail line was a key part of the then Carpenter government's proposal for 2008 and formed part of the Labor Party's 2013 Metronet election commitment and very much a part of the 2017 election commitment. Prior to that election, there was significant consultation with the community. Metronet forums were held across almost every seat where it was applicable in the metropolitan area, including those that did not have a rail line going through them. I held one in the seat of Morley in 2017, which was very well attended by local government, senior members of local government and the community. People put their views and talked about what they wanted. There was very detailed and considered consultation around this commitment and what it would look like for the community. After winning government in 2017, the government essentially had to start this project from scratch, and I have to give enormous credit to the Minister for Transport and her office. The progress that has been made to date is a credit to the Metronet team, a credit to the minister and a credit to the minister's office. I thank all those people for their work and their commitment to this project.

After detailed consideration of more than 100 options, the proposed alignment was announced this year, with stations in Morley, Noranda, Malaga, Whiteman Park and Ellenbrook, and a later planned station at Bennett Springs East to be developed when planning for the area is finalised. We have now put out the final route alignment and the train stations for the electorate I represent will be in Morley and Noranda. There has been a lot of discussion and conjecture in my community about why the Morley station is not situated at the Morley activity centre. The location of the train station in this route alignment is absolutely the right one, for a number of reasons. I absolutely support this location and have always supported it. The Morley activity centre has suffered significantly from, let us say, underdevelopment by local government, state government and the owners of Galleria Shopping Centre. I have had very frank and clear conversations with Galleria—that it is a totally underinvested-in asset. When I visit shopping centres in any other area, I see that they are totally different. I went to Westfield Carousel Shopping Centre a few weeks ago, which is really outside my world, and it is really a nice place to go to eat and spend time with your family. It is well-designed and is what shopping centres are evolving to become. Galleria is in a very sad state of affairs, I have to say, and I am quite honest about that; it is in disrepair.

**Mr J.E. McGrath:** It was ahead of its time.

**Ms A. SANDERSON:** It was; I remember when it was opened. It was fantastic. The bus station was moved, but it was absolutely the best place to be, but that was 30 years ago.

**Mr T.J. Healy:** Ian Britza's office being there ruined it for me!

**Ms A. SANDERSON:** Well, it did not add to it!

There are significant geographic challenges with placing a train station there as well. The road network is very congested and people have to get into and out of the station. We need to support communities and areas that need to be developed, with smarter land use, and actually support the people who live there. The Morley station location at Walter Road East and Tonkin Highway will support not only Morley residents, but also residents of Kiara,

Ms Libby Mettam; Mr Dean Nalder; Mr Terry Healy; Mr Bill Marmion; Dr David Honey; Amber-Jade Sanderson; Mr Zak Kirkup; Mr Dave Kelly; Mr David Templeman

---

Beechboro, Lockridge and the eastern suburbs that have suffered from very, very poor access to public transport. It will also be connected to the Morley activity centre, without question. We will make sure that we increase density around the Morley activity centre, but the benefits of diversion to the Morley activity centre would not justify the cost. I have doorknocked and called upon the residents of the Morley area who live between the Morley activity centre and Tonkin Highway, and they are absolutely delighted that there is going to be a train station that they will be able to walk to. This is the right location for the station, and I am sure that the member for Bassendean will talk about the benefits on the other side of Tonkin Highway and the servicing of those communities that are quite significantly disadvantaged in a number of ways.

The Noranda station will also provide significant opportunities in that area. One of the biggest challenges for Noranda will be densification and rezoning. It is an ageing suburb but it is close to the CBD and we need to look at smart density there. Simply subdividing the large, 800 square metre blocks in Noranda will not cut it; that is not smart density. We need good, strategic developments in that area, with quality design and good access to green spaces, so that Noranda residents can look at ageing in place and downsizing locally, and so that their children can afford to build or move into the area with access to public transport. I think the opportunities for both those suburbs are really significant. This is the biggest infrastructure investment that Morley and Noranda have seen for 30 years. This is truly transformational and I believe really, really strongly in this project.

There is increasing literacy around transport in the community and about the need for interchangeable transport, increasing bike routes, buses and trains. As people travel and we become a more global community—and yes, I believe we should be more global, not less global—they see the benefits of that. They go to other cities and see people living in high density or medium density, with good access to public transport. It often means that having a car is actually a bit of a pain. Finding parking is actually more of a disadvantage than an advantage, and I hope that over time we can genuinely make that transition as a community.

I live relatively close to two train stations, between Bayswater and Meltham. My partner cycles to work every day and we chose to live in a location that would allow him to continue to do that and that would allow our children to have access to good bus routes. My daughter is in year 7 and she gets the bus to school; I hope my son will also have the confidence to be able to do that from an early age. It is an important part of being independent as young people and learning how to manage and conduct yourself. We see isolation now in suburbs like Ellenbrook and even Noranda, which is not necessarily very isolated, but the bus routes are really challenged. They are not great; going suburb to suburb, it takes an hour on public transport to get from Noranda to Maylands. If you want to meet a friend for lunch in Maylands, which is a 10-minute drive from Noranda, it takes an hour on public transport and several changes. Even the suburbs that are closer to the CBD can be isolated, and that isolates our young people, which also feeds into a sense of disassociation and disconnection from community. It is important for people to be confident in their public transport and able to access and use it early on.

I am thrilled to see this bill. This is it; this is really happening. This is, finally, the step in the right direction that we need for our communities in Morley and Noranda. I want to say thank you and give credit to the Minister for Transport and the Metronet team for the work that they have done and continue to do on this project. I look forward to seeing it progress over the next couple of years.

**MR Z.R.F. KIRKUP (Dawesville)** [9.17 pm]: I, too, rise to join with the opposition, true to Liberal values, in supporting the Railway (METRONET) Amendment Bill 2019. That is, of course, because the Liberal Party supports rail in Western Australia and we have a long history of doing so. I note that the member for Morley praised the Minister for Transport. We hope she also similarly praises the federal member for Pearce, Christian Porter, for his exceptional advocacy in securing hundreds of millions of dollars to support his community.

Several members interjected.

**The ACTING SPEAKER (Ms M.M. Quirk)**: Members! I will have to do an “Order!” if you do not watch it!

**Mr Z.R.F. KIRKUP**: Hopefully there will not be a similar committee inquiry into your stewardship of the house in that case, Acting Speaker!

**Ms S.E. Winton** interjected.

**The ACTING SPEAKER**: Thank you, member for Dawesville. Member for Wanneroo, thanks very much.

**Mr Z.R.F. KIRKUP**: Of course, Christian Porter was out there —

**Ms S.E. Winton** interjected.

**The ACTING SPEAKER**: Member for Wanneroo!

Ms Libby Mettam; Mr Dean Nalder; Mr Terry Healy; Mr Bill Marmion; Dr David Honey; Amber-Jade Sanderson; Mr Zak Kirkup; Mr Dave Kelly; Mr David Templeman

---

**Mr Z.R.F. KIRKUP:** The member for Wanneroo is very excited today! The Minister for Water talked about a new water plant somewhere in the northern suburbs —

**Ms S.E. Winton** interjected.

**The ACTING SPEAKER:** I call you to order, member for Wanneroo.

**Mr Z.R.F. KIRKUP:** Undoubtedly she will be lobbying him to make sure that there is no fluoride in that new water plant. I am sure the member for Wanneroo is very excited about that. We will try to bring it back to the railway at this point in time.

I am very glad the member for Wanneroo raised Christian Porter, who was out there, working tirelessly in his community, to make sure we secure hundreds of millions of dollars for this very important project.

**Ms J.J. Shaw** interjected.

**The ACTING SPEAKER:** Member for Swan Hills!

**Mr Z.R.F. KIRKUP:** If there are any Labor members who want to talk on this bill, I hope they similarly sing his praises, because he is obviously an integral part of delivering this project by securing significant investment. Of course, that investment is true to the Liberal Party's form. We have invested hundreds of millions of dollars over the years now into rail right across Western Australia.

**Mr T. Healy** interjected.

**The ACTING SPEAKER:** Member for Southern River.

**Mr Z.R.F. KIRKUP:** I find it very interesting when the Labor Party attacks the Liberal Party as somehow being the party that is anti-rail.

**Ms S. Winton** interjected.

**The ACTING SPEAKER:** Member for Wanneroo, I do not think the member is taking interjections.

**Mr Z.R.F. KIRKUP:** I am trying my best to ignore the member for Wanneroo, Acting Speaker.

**Ms S.E. Winton:** I am trying to ask a question.

**Mr Z.R.F. KIRKUP:** This is not *Q&A*, mate!

Several members interjected.

**The ACTING SPEAKER (Ms M.M. Quirk):** Member for Morley, member for Southern River, member for Wanneroo, shut up!

**Mr Z.R.F. KIRKUP:** I often note that when the Liberal Party exalts the virtue of rail as we have done here today, as the member for Vasse has done in supporting this bill, we are howled down as if we are anti-rail. There were the Labor Party's interjections on the member for Cottesloe before about the Fremantle line closure in 19 —

**Mr T.J. Healy:** You closed the Cottesloe train station!

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

**Mr Z.R.F. KIRKUP:** Member for Southern River, that was in 1979. We have moved on significantly since that time, but the member throws back again —

**The ACTING SPEAKER:** Member for Southern River, I am not going to give you an early mark, so there is obviously no point in interjecting.

**Mr Z.R.F. KIRKUP:** The member for Southern River throws back again to this 1979 dream that he has whereby somehow the Liberal Party is anti-rail when nothing could be further from the truth. The Liberal Party firmly supports rail right through Western Australia, and I think we hear that in us voicing our support here today for the Metronet amendment bill. I look forward to the member for Mandurah's contribution, and undoubtedly his history, as we walk through what happened with the Mandurah line, but he would of course concede that a Liberal-National government introduced the original bill. It did; the original legislation was passed in 1999. There were alignment changes, but the inception for the Mandurah line came under Liberal government. Again and again we see a history of achievement from the Liberal Party when it comes to rail investment right through Western Australia. Those opposite may dispute that, those opposite might suggest that somehow we are anti-rail, but nothing could be further from the truth.

**Ms S. Winton** interjected.

**The ACTING SPEAKER:** Member for Wanneroo! You clearly went to the function at the break!

Ms Libby Mettam; Mr Dean Nalder; Mr Terry Healy; Mr Bill Marmion; Dr David Honey; Amber-Jade Sanderson; Mr Zak Kirkup; Mr Dave Kelly; Mr David Templeman

---

**Mr Z.R.F. KIRKUP:** Thank you very much, Madam Acting Speaker.

**Mr T. Healy** interjected.

**Mr Z.R.F. KIRKUP:** Very well done, member for Southern River!

I think, Acting Speaker, I will go through my contribution by a couple of —

**The ACTING SPEAKER:** Member for Dawesville, I counsel you not to be quite so provocative.

**Mr Z.R.F. KIRKUP:** I cannot help but speak the truth, Acting Speaker, and if those members opposite do not like it, it is hardly my issue.

**The ACTING SPEAKER:** At least the minister is being restrained.

**Mr D.J. Kelly:** Nothing could be further from the truth, member for Dawesville.

**Mr Z.R.F. KIRKUP:** I appreciate the member for Bassendean's interjection. I look forward —

**Ms S. Winton** interjected.

**The ACTING SPEAKER:** Member for Wanneroo, second time.

**Mr Z.R.F. KIRKUP:** I look forward to the member for Wanneroo's contribution, and undoubtedly she will be praising the member for Pearce for achieving what he has for those northern suburbs. The Liberal Party cares about rail and the member for Pearce, Christian Porter, has done a great job in securing significant investment for his community. We will certainly all be singing his praises as we go through.

A number of members have spoken about the Forrestfield–Airport Link. One aspect of the Forrestfield–Airport Link that I remember quite fondly was in 2013, when the former transport spokesman for the Labor Party at the time, Hon Ken Travers, was confused about where there would be a station at the airport, when one would be built, under the Labor Party's plan for an airport link. The former transport spokesman decided that the Labor Party would try to pursue an airport link that would terminate 1.5 kilometres or thereabouts away from the terminal. There were interesting contributions, and I note that the member for North Metropolitan Region had to rush out and assure people that that would be a part of the project and somehow the train station would be in the airport, although nothing really showed that. The Liberal Party came up with a particularly great piece, which I was not part of manufacturing.

Several members interjected.

**Mr Z.R.F. KIRKUP:** I actually was not; I would absolutely claim credit if it was me.

I am reminded of the material that the Liberal Party put out at the time that showed the contrast between Labor's rail promise in 2013 for the airport link and the Liberal Party's promise. When we decided to put rail to the airport, we made sure that the station was close to the airport.

**Ms R. Saffioti** interjected.

**Mr Z.R.F. KIRKUP:** I do not know.

I think what the Labor Party and the former transport spokesman wanted to do at the time was interesting. People were confused.

**Mr D.J. Kelly** interjected.

**Mr Z.R.F. KIRKUP:** They were very confused, member for Bassendean.

**Mr D.J. Kelly** interjected.

**The ACTING SPEAKER:** Minister!

**Mr Z.R.F. KIRKUP:** They were very confused, so much so, that we decided to include that on our Liberal Party material. It was a great piece. Under the Labor Party's proposal people would take the train with their luggage and be confused when they got to the airport and would not know where to go—they would have to get on a bus or some other motor vehicle to try to get to the airport. That was the concept that the Labor Party came up with at the time. The Liberal Party plan was to build the railway that went into the airport, and that is exactly what was signed off with the design and construct model in 2016, I think —

**Mr T.J. Healy:** Did you start building it?

**Mr Z.R.F. KIRKUP:** As we have all mentioned, member for Southern River, these things take time. But of course, it is important to put our money where our mouth is, and that is what the Liberal Party has done, and done consistently. We have put our money where our mouth is on a lot of these rail projects right now. I hope to hear the member for

Ms Libby Mettam; Mr Dean Nalder; Mr Terry Healy; Mr Bill Marmion; Dr David Honey; Amber-Jade Sanderson; Mr Zak Kirkup; Mr Dave Kelly; Mr David Templeman

---

Southern River's contribution. On the back of his car he has a sign that says that the Labor Party is building two new train stations in Southern River. Well done on that piece of promotion; I think it is quite good. I think he should put a little credit on the sign saying, "Thanks to the coalition government." He should thank the Liberal Party for funding a large part of it through the rail and road project funding that we have invested quite significantly in. There could not be a better contrast in the two parties' plans for the airport link. Once again, I will hold up this piece of paper. There could not be a better contrast than the confusion that reigned under the former Labor Party transport spokesman's plan for airport rail versus that of the Liberal Party.

**Ms R. Saffioti:** What plan did you take to the election?

**Mr Z.R.F. KIRKUP:** Which one?

**Ms R. Saffioti:** Yes.

**Mr Z.R.F. KIRKUP:** I think we took one that was direct into the airport. That was 2013 plan. I am relatively certain. There was a bus tour or something like that. It was great. In 2013 —

**Ms R. Saffioti:** Did you take the proposal the election?

**Mr Z.R.F. KIRKUP:** I am not familiar with that level of detail, but I know that in 2013 there was our plan for the airport rail versus the Labor Party's plan of confusion to reign. People backed the Liberal Party's plan, and that is what we started to deliver on when we were in the second term of government—the 2013 term of government. Once again, members should recognise the level of the Liberal Party's ongoing commitment to rail in Western Australia.

I turn to the Yanchep rail extension, the Thornlie–Cockburn link. Again, I think there is significant funding from the federal government for that. I am particularly pleased about the Thornlie–Cockburn link, because it is good for people coming up the Mandurah line to the stadium. Again, that is the stadium for which the former government would have built all that exceptional rail infrastructure that we invested in to help service it. People coming from Mandurah to the stadium to watch the footy or any other events will be able to cut in at Cockburn and go through.

**Mr D.J. Kelly:** Have you been?

**Mr Z.R.F. KIRKUP:** I have, minister. I look forward to the opportunity —

**Mr D.J. Kelly:** Taylor Swift?

**Mr Z.R.F. KIRKUP:** No, not Taylor Swift, sadly.

**Mr W.R. Marmion:** I was there!

**Mr Z.R.F. KIRKUP:** The member for Nedlands was there. He is a huge "Swiftie"—a huge fan. He loves it. I often think of the people who came to me during the election when we announced the Thornlie–Cockburn link as well, or a similar plan. We promoted it quite heavily. The idea of getting on the train going to the stadium really resonated for people in the community I represent. Again, the current government would not have put it at that site. We often talk about significant infrastructure investment, and I have to say that I do not think any party has done more for infrastructure investment in Western Australia than the Liberal Party. That is the underlying truth. Members opposite fire up because they get upset and they do not like facts. That is the problem. When they look at the significant investment under the former government, the coalition government —

**Mr T. Healy** interjected.

**Mr Z.R.F. KIRKUP:** Look, member for Southern River —

**Mr T. Healy** interjected.

**The ACTING SPEAKER:** Member for Southern River!

**Mr T. Healy** interjected.

**Mr Z.R.F. KIRKUP:** The member is asking a lot of questions.

**The ACTING SPEAKER:** Member for Southern River!

**Mr Z.R.F. KIRKUP:** Do not feel bad for me, member for Southern River. I think what is important here is that we talk about the Liberal's continued legacy on rail, and we have a very clear legacy.

Several members interjected.

**The ACTING SPEAKER (Ms M.M. Quirk):** Member for Wanneroo and member for Southern River!

**Mr Z.R.F. KIRKUP:** When I talk about that legacy, of course I include the Mandurah railway line. I undoubtedly look forward to the member for Mandurah's contribution on the Railway (METRONET) Amendment Bill 2019

Ms Libby Mettam; Mr Dean Nalder; Mr Terry Healy; Mr Bill Marmion; Dr David Honey; Amber-Jade Sanderson; Mr Zak Kirkup; Mr Dave Kelly; Mr David Templeman

---

when he gets an opportunity to speak. But, of course, I make the point that the concept was originally legislated for by the Court government, I think it was, member for Nedlands.

**Mr W.R. Marmion:** Yes.

**Mr Z.R.F. KIRKUP:** That is right.

**Mr D.J. Kelly:** Back in 1979!

**Mr Z.R.F. KIRKUP:** It was in 1999. As part of the cursory research that I did on the bill this evening, it was interesting to see the constant return to theme from the Labor Party. When Hon Alannah MacTiernan was the shadow Minister for Transport, she put out a media release that referred to the talking points that members are using now. She did a media release on the twentieth anniversary of the reopening of the Fremantle line. It was amazing. The Labor Party continues to perpetuate mistruths that the Liberal Party is anti-railway but nothing could be further from the truth. When members look at the impact that the Mandurah railway line has had —

Several members interjected.

**Mr W.R. Marmion:** We had to put in all the car parks to make the Mandurah rail line work.

**Mr Z.R.F. KIRKUP:** That is right, member for Nedlands, who has an engineering background. We always appreciate his level of insight into these issues. Some of the alignment changes resulted in constraints on the lines. The former government went through a massive train station car park investment program.

**Mr W.R. Marmion** interjected.

**Mr Z.R.F. KIRKUP:** That is right.

**The ACTING SPEAKER:** Thanks, member for Nedlands. Don't you start!

**Mr Z.R.F. KIRKUP:** Members can see the level of investment that we made in car parks. Once again, that reinforced our commitment to public transport and rail transport in Western Australia. I look forward to the member for Mandurah's contribution on Mandurah rail.

**Ms S.E. Winton** interjected.

A government member: He's very excited.

**Mr Z.R.F. KIRKUP:** I am.

**The ACTING SPEAKER:** Member for Wanneroo, if you've got an issue, make a point of order, otherwise please desist.

**Mr Z.R.F. KIRKUP:** The member for Wanneroo somehow suggested that I have a crush on the member for Mandurah because I enjoy his contributions in this place!

When people talk to me about the Mandurah railway line, they have suggested that it should have been built closer to town. This has been spoken about on a number of occasions by people in the community. It was located where it is now because, of course, it was assumed that the city would grow in that direction and meet the train station. It has in some part, but we are not quite there yet. That reinforces the point that when governments build these types of significant railway projects and train stations, they must meet where communities live. I had the opportunity of living in Subiaco when I worked for the former Premier, which was nice and close. I lived right on the train station in Subi Centro, which was very convenient. I am not sure whether the Wellard line is in the electorate of the member for Baldvis or the member for Kwinana, but it is well connected because it is right in the town centre. Those types of public transport integrations are really important.

**Mr T.J. Healy** interjected.

**Mr Z.R.F. KIRKUP:** Sorry, member for Southern River?

**Mr T.J. Healy:** I said thank you for building the Wellard station.

**Mr Z.R.F. KIRKUP:** Sure! From here on, I will ignore everything that the member for Southern River says.

**The ACTING SPEAKER:** And, can I counsel members, they might like to ignore everything the member for Dawesville says and we will get on a lot better. Thank you.

**Mr Z.R.F. KIRKUP:** Thank you very much for that, Madam Acting Speaker, which I feel was a slight skew of the Chair, but anyway!

**Mr T.J. Healy:** I would stand up to defend your honour but I am not going to.

**Mr Z.R.F. KIRKUP:** I cannot even hear the member for Southern River!

Ms Libby Mettam; Mr Dean Nalder; Mr Terry Healy; Mr Bill Marmion; Dr David Honey; Amber-Jade Sanderson; Mr Zak Kirkup; Mr Dave Kelly; Mr David Templeman

---

I listened with interest to what the member for Morley said about the placement of Morley train station. The Metronet website is an amazing exercise in spin. Well done to the Public Transport Authority on that! I think that every concern raised in the house is then reflected in the content produced online. After the member for Vasse spoke about the Whiteman Park issues, all of a sudden the website changed and referred to Whiteman Park. One cannot get a better agency in terms of its political response.

**Mr D.J. Kelly** interjected.

**The ACTING SPEAKER:** Member for Bassendean!

**Mr Z.R.F. KIRKUP:** I note the quote on the website about Morley station is that there is good connectivity with Galleria Shopping Centre. In looking at Google Maps, it looks like it is a number of kilometres from Galleria. I listened to what the member for Morley said about the activity centre and of trying to link that through. I assume that at some point there is likely to be a bus option or something like that because —

**Ms R. Saffioti:** You should've read the second sentence about route 950 connectivity.

**Mr Z.R.F. KIRKUP:** Route 950 and its connectivity—there we go! I thank the minister very much. I am sure that that is on the website; and, if not, it will be soon.

I think there is a model that the state can look to at some point about working with developers to ensure greater involvement in building stations, which makes a lot more sense. Ideally, if we had the situation again, we would make sure that Galleria was integrated with what is going on, perhaps building it closer for better connectivity or something like that. I do not know. I remember when the bus station was first built at Galleria. I was amazed that the bus station was right near the shopping centre. I grew up in Midland and then I went to something quite flash like Galleria. Having the buses there was amazing. The member for Morley mentioned the isolation; it connected Midland to Morley. One hopes that new rail projects will do the same sort of thing.

The Ellenbrook rail was obviously very well supported by the Liberal Party in government. I seek a short extension.

[Member's time extended.]

**Mr Z.R.F. KIRKUP:** I thank the Acting Speaker very much. I am sure her enthusiasm will come through in *Hansard*!

The federal government's significant half a billion dollar investment in what is now called the Morley–Ellenbrook railway line reflects Christian Porter's commitment to his community. I was interested in the contributions of a number of members. Undoubtedly, the member for Maylands will talk about Bayswater station and getting rid of Bayswater bridge so that it will no longer be hit by all the trucks, which is a shame. It is good that trucks will not hit it, but the website is gone that counted the number of times it was hit. The stats are gone now. It was an important public safety initiative. I am very interested in the Bayswater development more broadly speaking because there is a lot of opportunity there. Again, that is probably a good example of a station that is quite well connected to the rest of the community.

The member for Cottesloe raised the point about constraint on that line. There will be three lines coming in—the Forrestfield–Airport Link, the Midland line and the new Ellenbrook–Morley line. That is probably now one of the larger junction-type stations, in quite a suburban atmosphere. That is what we have. I note that the website refers to noise concerns, so obviously noise concerns have been raised. Development opportunities exist and I imagine that there is density surrounding that in the proposal. The members for Cottesloe and Nedlands pointed to how it will all interact. I will be interested to see the logistics of that but, of course, experts do these types of things.

I have spoken about Morley station. I will not canvass what the member for Vasse said about the Whiteman Park issues but I note there is significant activity now. The member for Darling Range, who has experience in that area, having grown up in the eastern suburbs and spending much of her time out there, is an expert on Ellenbrook. We have seen Ellenbrook grow and change quite significantly and now we see the same with the Henley Brook area. I remember when some of my mates' parents had properties on Park Street and Henley Street, which are now estates. The member for Nedlands referred to alignment issues and the resumption of land; I assume that is why the road was taken up. I am interested to see how the overall development of the station will take part in this. The government will need to increase the number of train station car parks and the connecting bus routes that go along with that.

I will talk briefly about Forrestfield, which is a good example of a suburb that was very isolated from the rest of the community. The FAL has really opened that up and it continues to open it up. The idea of extending public transport to Forrestfield substantially changed that. Having gone to primary school in Woodlupine in Forrestfield, a lot of my family's friends are still there, and there is a marked change in the future of Forrestfield and that eastern suburb area. It is a good example of how public transport can improve a community overall and make it much better, and that is why there is a continual commitment from the Liberal Party to rail infrastructure.

Ms Libby Mettam; Mr Dean Nalder; Mr Terry Healy; Mr Bill Marmion; Dr David Honey; Amber-Jade Sanderson; Mr Zak Kirkup; Mr Dave Kelly; Mr David Templeman

---

I am conscious of your concerns, Acting Speaker, so I will make the rest of my contribution very short. However, I note that in a couple of other jurisdictions in which I have taken an interest in planning and public transport, as I am sure many of us do when we have the opportunity to look at those cities, I found something of interest. In Manhattan, New York, a new subway line has not been added since 1940. It was bizarre for me to learn that in I think 1946 subway ridership peaked and has declined ever since. There is an interesting conversation to be had about declining passenger numbers across public transport networks across the globe, especially when we take into account increasing automated vehicles and on-demand transport. There is more likelihood now that we will move towards a model that the minister has flagged previously of on-demand public transport, certainly in other jurisdictions, and on-demand buses or something similar. That is obviously a way to incentivise people to re-engage with the public transport network around them. That was interesting to me because most people would consider New York a good example of a city that is very well connected, but it has not added a new line since 1940.

**Mr D.J. Kelly:** Do you know the size of Manhattan?

**Mr Z.R.F. KIRKUP:** I know it is very constraining.

**Mr D.J. Kelly:** It's 60 square kilometres.

**Mr Z.R.F. KIRKUP:** But it has grown significantly rapidly.

**Ms S.E. Winton:** Would you cancel Ellenbrook?

**Mr Z.R.F. KIRKUP:** I am confused, member for Wanneroo. Welcome to the conversation here this evening. I realise that at some point in time you may have dozed off, but if you had not, you would have heard that we have a clear commitment to rail in Western Australia.

**Ms J.J. Shaw:** It's not hard.

**Mr Z.R.F. KIRKUP:** I am not here for your entertainment, member for Swan Hills. I have to make sure that together with other members of the Liberal Party we assert the facts in the face of the barefaced lies that come from members opposite.

Several members interjected.

*Point of Order*

**Mr T.J. HEALY:** I rise on a point of order, Acting Speaker.

**The ACTING SPEAKER (Ms M.M. Quirk):** This will be good!

**Mr T.J. HEALY:** I refer to standing order 145. This conversation seems to be so pro-government that it is as though we have wandered into a debate on a matter of public interest about how good the government is on rail. I am lost. I apologise.

**The ACTING SPEAKER:** There is no point of order. Sit down, member.

*Debate Resumed*

**Mr Z.R.F. KIRKUP:** The member for Vasse made a very positive contribution about how much the Liberal Party continues to support rail. That is what we are reflecting on in this debate. It is obvious that the Liberal Party has a strong commitment to rail. I look forward to the future of public transport and transport generally in Western Australia, and for Perth, noting its topographical challenges, and also the future technologies that exist that calls to the disruptive technology element that I help represent as part of the Liberal shadow cabinet. I think that disruptive technology will play an interesting role in public transport going forward and what that mix will look like. I have spoken at length about the need to ensure better community access to train stations as part of a heavy investment in rail. I think everyone supports that. Indeed, I know that the Liberal Party supports it; I know that Christian Porter supports it. I also know that right throughout the state and federal Liberal Party there is a strong commitment to rail right across Western Australia. That is why I am so pleased to support this bill.

**MR D.J. KELLY (Bassendean — Minister for Water) [9.42 pm]:** I am very pleased to rise to speak in favour of the Railway (METRONET) Amendment Bill 2019 that will see the building of the Morley–Ellenbrook train line. I am very proud to be part of a political party that has constantly supported public transport, in particular rail, in this state. I think the first petition that I ever signed was a petition against the Liberal Party's plan to close the Fremantle rail line in 1979. It was one of the biggest petitions that the state has ever seen. The Liberal Party went ahead and closed the Fremantle train line, and that was really just the beginning of the Liberal Party's real distaste for public transport. Thankfully, over the last couple of decades, Labor has really built the rail network here in Perth, Western Australia. We saw the reopening of the Fremantle train line and then the building of the Joondalup train line and the Mandurah train line. We are now seeing the completion of the Forrestfield–Airport Link by this Labor government, and we will now be seeing the building of the Morley–Ellenbrook line.



Ms Libby Mettam; Mr Dean Nalder; Mr Terry Healy; Mr Bill Marmion; Dr David Honey; Amber-Jade Sanderson; Mr Zak Kirkup; Mr Dave Kelly; Mr David Templeman

---

**Mr T.J. Healy:** And the Thornlie line.

**Mr D.J. KELLY:** I omitted to mention that the Thornlie line was also built by this Labor government. We have a proud history of supporting public transport, in particular rail.

For my electorate, the Morley–Ellenbrook line will be absolutely transformational. The line will leave Bayswater station, go up Tonkin Highway, take a right parallel with Reid Highway and then left up the side of Whiteman Park before it gets to Ellenbrook.

For the people of the electorate that I represent, the suburbs of Lockridge, Kiara and Beechboro in particular, and parts of Bayswater and Morley, it will be absolutely transformational. They suffer from being in a pocket that has really missed out on access to the rail network for far too long. The Carpenter Labor government promised the Ellenbrook train line in 2008. It lost that election because the Liberal Party falsely claimed, amongst other things, that it would build it. The Liberal Party then had eight years in which it did nothing to build the Ellenbrook train line. In fact, it did everything it could to frustrate it. For the electorate of Bassendean, for those suburbs of Lockridge, Kiara and, particularly, Beechboro, this new train line will be absolutely transformational. For the first time people who live in those suburbs will have access to the rail network in a convenient way. They will be able to get to the city, get to tertiary education and get access to jobs which they currently cannot. It will be absolutely transformational for those suburbs.

I want to say briefly how it will impact on Kiara College. Kiara College used to be Lockridge High School. The previous government recognised that Lockridge High School needed to be refreshed so it agreed to allow the college to change its name to Kiara College. But the previous government did not give the old Lockridge High School any additional resources. It allowed it to change its name, but essentially it is the same high school.

In this term in government, we committed to a major rebuild of Kiara College. That has significantly improved the standard of facilities at that high school. We are also doing something that successive governments have not done—that is, secure the future of the farm school. Kiara College has a fabulous farm school. It is not a toy; it is a genuine farm school. It wins prizes at the Royal Show. It beats commercial farmers at their own game. The stock raised at that high school wins ribbons at the Royal Show on a regular basis. Members should see the trophy cabinet.

One thing that has held back the future of Kiara College's farm school is that the land it occupies is only leased from the Western Australian Planning Commission. This government has committed to transfer 12 hectares of land, which is what the school board has said is necessary for the future of the farm school, to the school to become a permanent part of the school. That will allow the school and the school board to plan for the future of the development of the farm school with certainty of tenure.

If we put together the redevelopment at Kiara College of those buildings and facilities—a new performing arts centre, a new student services centre and a specialist farm program—with the train station, which will be just down the road at the corner of Benara Road and Tonkin Highway, any student in the metropolitan area will be able to get to Kiara College for its specialist program. Not only will Kiara College have new facilities, be able to offer an enhanced educational experience for people who live in the catchment, which is Kiara, Lockridge, Beechboro and up the growth corridor of Dayton and Brabham and the like, but also the students of Brabham will be able to get on a train to get to Kiara College. Any kid who wants to do a specialist agriculture program will be able to get on a train and get to Kiara College. That is a concrete example of the way that the extension of the train line to Ellenbrook will have a significant knock-on effect on Kiara College. Kiara College now has a really bright future. Not only will the residents of Lockridge, Kiara and Beechboro get access to the train line, but they now have access to a first-class high school, something that previous governments were not willing to invest in.

The Morley–Ellenbrook line will also reduce congestion on the Midland line. That is a great benefit to the people of Bassendean. Currently, a lot of people drive from Ellenbrook down to Bassendean station, fill the car parks there, and get on the train to travel to the city. Obviously, with their own dedicated train line, the residents of Ellenbrook will not have to commute down to Bassendean. People who live in Ashfield and Bassendean will also get a great knock-on benefit from this new train line.

The other point I want to raise briefly is that we are now going to have railcar manufacturing at Bellevue, as part of our Metronet plan. It will provide a genuine opportunity for more jobs for people in the eastern suburbs. Members opposite said that we could not manufacture railcars in Western Australia. That is why, under the Liberal Party, only two per cent of the railcars for the metropolitan transport system were manufactured in Western Australia. Under the Metronet plan, it will be 50 per cent, and that will enable us to have a railcar manufacturing facility in Bellevue. For so many reasons, the Morley–Ellenbrook train line will be an absolute boost for residents of the Bassendean electorate.

I want to close by thanking the minister for the work she has done in getting this project on track. We have seen successive transport ministers on the Liberal side of politics do everything they can to frustrate this project. The

**Extract from *Hansard***

[ASSEMBLY — Tuesday, 22 October 2019]

p8071b-8102a

Ms Libby Mettam; Mr Dean Nalder; Mr Terry Healy; Mr Bill Marmion; Dr David Honey; Amber-Jade Sanderson; Mr Zak Kirkup; Mr Dave Kelly; Mr David Templeman

---

minister has worked incredibly hard to get this project off the ground. I also want to thank the members of the Metronet team, who, I must say, have felt a bit of pressure to get the job done, because as a government we want to deliver this project to the community of Western Australia. I want to thank the Metronet team for the work it has done to date in getting this project off the ground and running. I appreciate the way that it has collaborated with other government agencies. As the Minister for Water, I am particularly pleased with the collaboration between the Metronet team, the Water Corporation and the Department of Water and Environmental Regulation to ensure that the Metronet rail precincts, where there will be significant opportunities for smart density, will be built in such a way to ensure that, as much as possible, they are waterwise. We firmly believe that the Metronet project is not just a rail project; it is actually a city-building project. Part of ensuring that our city is a modern city is to make sure that it not only has a world-class train system, but also looks at issues of water efficiency and being waterwise. I am amazed and so very pleased with the work that the Metronet team has done, and I look forward to seeing the work they and the minister deliver over the years to come.

Debate adjourned, on motion by **Mr D.A. Templeman (Leader of the House)**.

*House adjourned at 9.53 pm*

---