

## PUBLIC TRANSPORT SERVICES

### *Motion*

**MR C.J. TALLENTIRE (Gosnells)** [4.29 pm]: I move —

That this house condemns the Barnett government for failing to adequately provide public transport services for our growing population.

We have waited and waited for a public transport plan ever since the Liberal–National government came to office. There have been all sorts of delays, and all sorts of stalling mechanisms have been put in place. I will go to the detail of those and point out the chronology.

This just shows how the government has failed to take public transport seriously. Initially, we were told that the minister had appointed an independent panel tasked with the preparation of a master plan for public transport into the future. In response to a question on notice on 9 April 2009, the then Minister for Transport, Hon Simon O’Brien, said that that report was likely to be completed by the end of 2009. In 2009 we were already promised that the plan would be released in 2009. In November 2009 a further statement was made saying that the deadline had slipped and that we should expect the independent panel to present the government with a final report in 2010. We are already seeing slippage. Eventually, after months and months, a draft plan of only 44 pages was released in July 2011. It fails to deliver for the south eastern suburbs of Perth. There is no content in it for the south eastern suburbs. Our area is experiencing rapid growth. I will go into that matter in some detail.

We have growth projections for the electorates of Gosnells, Armadale, Forrestfield and Darling Range. There are huge growth projections in the local government area of the City of Gosnells, the City of Armadale and the Shire of Serpentine–Jarrahdale, yet when we look at this long-awaited draft master plan, we find that the best that the area can expect is promised beyond 2031. We have nothing before then. We have to wait until 2031 before the Thornlie train line is extended. We have to wait beyond 2031 before an extension is made to the Armadale train line down to Mundijong. That is a disgraceful reflection of the government’s attitude towards the south eastern suburbs, suburbs that are going through rapid growth. What is more, it really highlights a lack of coordination in government on a number of fronts, the first one being with the Department of Planning. The WA Planning Commission put out its document entitled “Directions 2031: Draft Spatial Framework for Perth and Peel”, which details the sorts of population increases expected. Information is provided showing that there will be a rapid amount of infill housing and an increase in other developments. This will be a major growth area. That is documented through the WA Planning Commission with the Minister for Planning’s endorsement. Yet when we get to the public transport master plan, we find a denial of it, a blindness to the information presented by the Department of Planning. Likewise, we find all sorts of errors or discrepancies in the population projections presented. If we use Department of Treasury figures, we see that a two per cent annual increase in population will get us about 500 000 extra people in the area by 2024, whereas the projections being put forward by the Minister for Transport are that that population increase will not occur until 2031. We have definitely seen discrepancies and the failure of agencies to communicate. This minister and this government are failing to take public transport seriously.

I want to return to the sorts of issues facing my constituents and the sorts of comments that the people in my electorate are making. I want to outline why they are so frustrated that they are not being heard on matters of transport. They are finding that they are spending more and more on their petrol because they have no other choice but to use their cars. They are spending more time driving around in their cars, which is time away from their family. I would go so far as to say that with the rising utility costs, costs related to congestion are one of the biggest concerns faced by people in our electorates. I will refer to some of the comments I have received recently. Diane Ridge of Thornlie does not drive and she would desperately like to see improvements to the bus services. In fact, all Diane wants is an improvement in the frequency of the 228 bus service, but lobbying on that front has not yielded anything. She needs that to be a half-hourly service, which is not an unreasonable request, and for it to apply on Sundays and public holidays as well. Brendan Foley of Gosnells asks for a greater frequency with the 210 and 211 bus services, and he needs those buses to run more often on weekends as well. He says that much better services are needed to wean people off their dependency on fuel. Brendan has got the message that we have to look at alternative means of transport. We have no control over rising fuel prices, and we know that they will more than likely continue to go up, so the best way to insulate ourselves from those rising costs over which we have no control is to make sure we have an adequate public transport system. I know that the minister is always keen to outline the annual subsidy to public transport and to talk about the capital expenditure that is going into public transport. However, those figures are very much of an older era; they are not the level of expenditure in operating costs or capital expenditure we should be looking at when we have such an urgent need, with high growth rates and high fuel prices.

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**Mr T.R. Buswell:** What quantum above that do you think that should be?

**Mr C.J. TALLENTIRE:** I will get to that, minister. I will return to some of the comments made by people in my electorate. Emily Stockden of Thornlie refers to traffic congestion that people are facing; it is not just the costs, but the time lost and the difficulties that that congestion poses. Emily lives in a street that comes out onto quite a busy road, Spencer Road. It is a peaceful neighbourhood, yet because of the way her street is angled Emily finds it difficult to move out of her road into the traffic flow because traffic is banked up at the traffic lights at the intersection of Yale and Spencer Roads. Of course, if people had the option to use public transport in the future it would alleviate much of this congestion. I know that people are frustrated by the government's inability to realise the need for the Thornlie train line to be extended.

There are associated roadworks that could take place to help the traffic flow around the place. We have at-grade crossings that need to have grade separation so that when boom gates come down the traffic can flow in. It is fair to say that in the south eastern corridor on the Armadale train line we have more boom gates than anywhere else in the Perth network. People are very stoic about that. I do not hear them complain a lot; they accept that those boom gates need to come down. However, this needs to be considered in future design plans so that we make sure we have this at-grade separation and people are not constantly inconvenienced as trains go by.

At the moment we have congestion. We have no choice, and that is why we are so disappointed by the draft master plan. It was to be called a master plan but somehow that term was dropped and it has just become a document that is referred to as "Public Transport for Perth in 2031", which would suggest it would connect with the planning document that has a similar name, "Directions 2031". That is one of my points: the mismatch between these two documents. The planning document refers to those dramatic population increases, whereas the very lightweight document that substitutes for a master plan does not take into account those dramatic population increases at all.

I have outlined the chronology of promises that were made when it came to the production of the master plan. I must admit that at the time I had accepted that there might have been some delay in the production of what was then called a master plan. I had accepted it because I thought it would be a sign that we would get a better quality, well-prepared document, containing detail and careful analysis of all the different transport options around the Perth metropolitan area; a plan that would clearly rank different projects, that would look at cost-benefit analyses associated with individual projects and that determines whether one project would give that broader community return over another. But no such thing has emerged. Instead, it is a 44-page very lightweight document that we have had to wait an inordinate amount of time for and one that just disappoints the community.

I turn now to comments made by independent authorities on the issue of public transport. I think there is none better qualified than the RAC. The RAC has, I think, to its credit transformed itself and reconsidered itself to be not just a royal automobile club but an independent agency that addresses the issue of mobility and how people are able to circulate one way or another. The RAC considers itself to be an entity that can advocate on matters of public transport just as well as on personalised transport. It has developed a remarkable analytical capacity.

When I referred to the RAC's submission on the draft plan I was pleased to see that it had picked up on the very serious deficiencies in the draft plan, especially in relation to the south east corridor. In that document the RAC has very clearly acknowledged that the Canning Vale area is one of Perth's largest employment areas, yet we do not have a heavy rail or light rail connection. Nothing is planned, as the RAC says, until 2031. It goes on, though, to be very explicit about it. The RAC says that heavy rail expansion should occur. Under the general heading of infrastructure the RAC says the Thornlie line to Canning Vale, with an eventual connection to the Mandurah line at Cockburn central and the extension of the Armadale line to Byford, should be priorities that should be brought forward to at least prior to 2031. To quote precisely from the document —

The RAC would like the construction of heavy rail in the south brought forward at least prior to 2031, and possibly 2021.

The RAC sees the urgency for these plans to be put in place. It is, therefore, critical of what the government has put out. That position was reiterated in the RAC state budget submission 2012–13 in which it states —

Western Australia is already playing catch-up in terms of investment in roads and public transport. The State Budget should be used to signal the government's intention to get ahead of the game in tackling congestion and providing more transport options to Western Australian commuters.

I understand that in surveying its members, the RAC is now getting a very constant response on the issue of congestion. Some time ago it was not an issue but now when RAC members are asked to comment on problems the RAC is noticing that it is the issue of congestion. The RAC provides some suggested solutions and talks about things such as improving the TravelSmart program, a program established by the previous Gallop and

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Carpenter governments and funded adequately. I understand now that those programs barely exist, but they are highly effective in encouraging people to use public transport through enabling them to understand what public transport options they have. Too often people do not realise what public transport options are available to them. That is why we need a program such as the TravelSmart program to give people that bit of information and education.

The RAC submission, though, highlights the need for an extension of the train lines, and it states that the government must reconsider planning and construction time lines for the remaining heavy rail extensions, including the Thornlie line extension to Canning Vale and Cockburn Central, and the rail connection to Perth Airport. The RAC put that very clearly in its state budget submission; I desperately hope that the government will heed it. The government might be saying, “What about the costs involved? They are just beyond what one would normally consider to be reasonable”, or, “There is a finite amount of money available for public transport”, so then the costs analysis must be done. The government has to look at its priorities and look at the analysis. I have mentioned before in this place that the City of Gosnells commissioned studies into the cost of extending the train line that found that the cost was somewhere around \$20 million. I then wrote to the then Minister for Transport, Hon Simon O’Brien, and asked him whether he agreed with that figure. That led to Hon Simon O’Brien commissioning his own consultancy assessment from Syme Marmion—I am sure it is a very reputable consultancy on transport matters—which found that the cost of extending the train line would be \$64.5 million. I will quote from a letter that Hon Simon O’Brien sent —

The preliminary public transport cost estimate to extend the line —

Referring to the extension of the Thornlie line through to Nicholson Road —

is \$64.5 million, excluding operating costs and rollingstock requirements —

It is possible that even though it is a relatively short extension, there could be some additional rolling stock requirements. As the minister states —

This is almost three times greater than the \$23 million advised by Macro Plan to the City of Gosnells ...

Yes, it is significantly more than MacroPlan’s estimate, but I think that \$64.5 million could be money extremely well spent, and analysis has been done of multiplier effects that would be achieved because of the potential for growth in the Canning Vale area. I know that the minister has previously said that he somehow secured land around the proposed Nicholson Road train station.

**Mr T.R. Buswell:** I didn’t say that; I said I stopped it from being sold.

**Mr C.J. TALLENTIRE:** The minister stopped it from being sold? I have approached the former Labor government’s Minister for Planning and Infrastructure, Hon Alannah MacTiernan, and she has no recollection of there being any intention to sell it. I question as well, minister, how the minister could have possibly intervened, given that the state government, I do not think, owns that land. I think it is owned by the City of Gosnells, so how would the minister have been able to intervene to stop it being sold?

**Mr T.R. Buswell:** Through a process that has delivered an excellent outcome.

**Mr C.J. TALLENTIRE:** I thank the minister for that response.

Clearly, there was little chance of the land being sold. It is there, ready to be used for a train station.

**Mr T.R. Buswell:** You wanted to sell it!

**Mr C.J. TALLENTIRE:** That train station would serve our community well and enable people to develop a transport-oriented development of the type that we often hear spoken of that would have that mixture of residential, retail and transport infrastructure all coming together.

**Mr T.R. Buswell:** Where would you build that there? It is somewhat space-constrained.

**Mr C.J. TALLENTIRE:** Not at all; there is plenty of space there. There is an old warehouse nearby that is no longer in use; there is loads of space there. It really would work well, and at the same time it would achieve a grade separation of Nicholson Road and the freight line, so that the boom gates could be removed from the crossing at Nicholson Road. The potential is definitely there.

When we look into things like mortgage vulnerability, we see how vulnerable people are and how vulnerable they are to rising fuel prices, and we see that there is a very close correlation. Areas like the area I represent are particularly vulnerable. Focusing on areas like the south eastern corridor with a good public transport plan that delivers for that area is absolutely essential; we have to make sure that we have a good transport network. That has been recognised by members opposite as well.

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I note that the member for Southern River—who is not in the chamber at the moment—said, when running for office in 2008, that he would ensure that land would be retained for future development. His exact comment was that he would ensure that land was retained for a future Canning Vale train station when we came out of the economic downturn. I know that some people have taken that to mean that once the global financial crisis has resolved itself, we should see plans coming into effect for the Canning Vale–Nicholson Road train station. I think it is clear, though, that the government has no such intention, and that is backed up by a quick reading of the transport plan we have been given; there is nothing prior to 2031—nothing at all. I fear that the member for Southern River’s wishes have been roundly ignored, and that is disappointing for him.

The only hope for a Canning Vale–Nicholson Road train station is a future Labor government; that is the truth of it, and it is something that people understand—that Labor plans ahead when it comes to public transport. We prioritise and we get the analysis done. We do not put out 44-page documents as lightweight as this one, which has no serious analysis, no hierarchies, and no ranking of priorities.

Several members interjected.

**The DEPUTY SPEAKER:** Members!

**Mr C.J. TALLENTIRE:** Instead we have documents from the government that are lightweight and do not take population increases into account.

I want to now turn to the issue of population increases in the south eastern suburbs. I am referring to a document that was prepared by the Shire of Serpentine–Jarrahdale—the member for Darling Range will be interested in this; I am sure he has already seen a copy of it, in fact—the City of Armadale, the City of Gosnells and the Armadale Redevelopment Authority. It was a joint submission to the reviewers of public transport for Perth in 2031, because after all, the document is still only a draft; we have not heard of any sort of finalisation. They presented some excellent population increase figures that I think have come out of a Department of Planning document; there is a consistency in the planning area. They have the current City of Gosnells population at 106 000 in 2011; they estimate that by 2031, the total population of the City of Gosnells will be 136 000. An even more dramatic increase is projected for the City of Armadale; I will leave it to the member for Armadale to perhaps go into this in more detail. The 2011 figure is 64 584, increasing to a 2031 projection of 128 514—a very dramatic increase. The Shire of Serpentine–Jarrahdale is projected to go from 19 825 to 51 095. The growth that is projected in the south eastern suburbs really is enormous, yet we are not getting the transport infrastructure that we need. That is condemning people in the south eastern corridor to more traffic jams, more frustration, higher costs, a higher percentage of their budget to be spent on petrol and car maintenance, and a higher percentage of their time spent in traffic jams. That is stress and strain; it is time away from family, and it is time that people are spending in the fairly useless activity of sitting in traffic jams. That is just not good enough; that is neglecting the south eastern suburbs. The south eastern suburbs deserve far, far better than that.

I touched on the levels of investment in public transport. It is unfortunate that the Minister for Transport has just left the chamber. He asked me about the quantum increase in investment that we should be looking at. I do not have the perfect answer to that. However, it is apparent that our population growth rates are well and truly beyond what we have seen in the past. We need to make sure that our previous population growth rates provide some guidance to the level of increased investment in public transport. It is not hard to look at that information and come up with a straightforward formula. The previous levels of investment in public transport were adequate for the levels of population growth at that time. We need renewed investment because of the increasing population. There is much economic activity going on in the state. Surely there is a way to transfer that wealth and invest it in public transport. Too many people in the south eastern suburbs and in the electorate of Gosnells are missing out on the wealth that is being created in this state. They have to suffer the consequences of missing out on that in the form of traffic jams and all the inconveniences that go with the amount of traffic on our roads and the failure of the government to invest in public transport.

I will conclude my remarks by commending the motion to the house. The failure of the Barnett government to address the problem and to provide public transport for our growing population will be one of the telling issues of the election in March 2013. The government must act on this issue. Deep down, the community knows that a Labor government will tackle this problem. We have the courage to do it. It is a priority for us and we have the experience and the track record. We know how to build public transport and create better linkages to improve the quality of people’s lives.

**The DEPUTY SPEAKER:** Member for Jandakot.

*Point of Order*

**Mr D.A. TEMPLEMAN:** This is opposition members’ time.

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**The DEPUTY SPEAKER:** I have given the call to the member for Jandakot.

*Debate Resumed*

**MR J.M. FRANCIS (Jandakot)** [4.56 pm]: What a load of codswallop! What a load of rubbish we have just heard! My experience with the Minister for Transport and this government to get better public transport outcomes for my electorate has been 100 per cent successful. It is worth looking at two issues of public transport in my electorate.

**Dr A.D. Buti** interjected.

**The DEPUTY SPEAKER:** Member for Armadale! The sooner opposition members let the member for Jandakot speak, the sooner it will be over and the opposition can have its time.

**Mr J.M. FRANCIS:** And the sooner I will sit down and be somewhere else. I thank you for your indulgence, Mr Deputy Speaker.

I will talk quickly about two issues. I have spoken before in this place about car parking at train stations. I remember having some helpers with me during the election campaign handing out brochures at the entrance to Cockburn strain station saying that if people supported me, I would ensure that we got more car parking at that train station. Be under no illusion or false premises, with the construction of the train station, which is a great asset, nobody foresaw the amount of patronage —

**Ms J.M. Freeman** interjected.

**Mr J.M. FRANCIS:** I can take my time. No-one foresaw the amount of patronage that has resulted. Clearly, not enough parking bays were built at the train station, which has created this huge issue. As I was promising more car parking bays during the election campaign, the Labor Party's campaigners said that they wanted fewer, not more, car parking bays. They did not want people to drive their cars and park them at the train station; they wanted people to walk or ride their pushbikes to the station. I have said it before and I will say it again: that is all very well and good but the Labor Party should tell the mothers with their kids, the businessmen in their suits and the businesswomen in their skirts, and the older and disabled people that they should be riding a pushbike some kilometres to the train station in the pouring rain and in the stinking heat of summer because the previous government did not provide enough car parking bays to allow people to park at the station. I have always believed that if we want to encourage people to use public transport, we have to make it as easy as possible for them to do so. In fact, some Labor members have placed on record their particular opinions on car parking at train stations. According to my notes, in the *Sound Telegraph* in 2008 the member for Warnbro said, "I would always argue that better and more frequent feeder bus services are a better use of taxpayers' money than multilevel concrete garages."

There is some argument to say that the more feeder buses are put on, the more people will use them. It will make it easier, and obviously it will take some of the cars off the road. But I also stand 100 per cent convinced that if we want people to use public transport, we have to provide many of those people with somewhere to park their cars at the train stations. It is worth noting how many additional car parking bays have been rolled out at my train station at Cockburn. In the first full year of this government and in line with my election commitment, an extra 210 new bays were delivered at Cockburn alone; 160 new bays were delivered at Murdoch at the northern end of my electorate at a train station I share with the Attorney General, the member for Bateman. During my campaign for more parking bays, the member for Cockburn had the audacity to start a community campaign to gain petitions to call on the government to build more car parking when he knew damn well that it was an election commitment that we had made and that we were fulfilling. "Never let an opportunity go by to grab a cheap headline" is obviously the modus operandi of the Western Australian Labor Party, which it has proven time and again.

The other issue I want to touch on is bus route 527 through Aubin Grove. I have mentioned Aubin Grove before in the house. Aubin Grove is a rapidly growing new suburb that is just south of the Russell Road – Gibbs Road intersection with the Kwinana Freeway. On the western side is Success. It will give members an idea of where it is. I am sure the member for Mandurah, as he drives home every single night, passes Aubin Grove on his left as he heads south. At the time of the state election in 2008, around 300 people lived in Aubin Grove. Now I would hazard a guess that if the roll were updated for an election, there would be over 3 000 people there. In the first term of this government, a new primary school has been delivered. Obviously, the nearest train station is still Cockburn. There is an argument for another train station—I support that argument—between Cockburn and Kwinana, because that is a massive gap in a developing area that does not have a train station. In fact, in November 2003 when I brought the block of land that I built my house on, one of the reasons I chose to build my house at that location was because the developer, rather naughtily, gave me a plan that said that it was where the state government was going to build Success train station. I weighed up my options. It was not the only reason

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that I bought that block of land, but I thought that it was a pretty good incentive. It would be walking distance to a train station. Of course the railway line got built, but the train station never turned up. I am committed to fighting with anyone and everyone from all sides of politics to ensure that a train station somewhere in that area is delivered sooner or later, because with the population growth screaming down there, the demand is so great that the train station at Cockburn is almost approaching capacity.

In respect of bus route 527 through Aubin Grove, I yelled and screamed; I said, “This is an issue. We need to get this bus route that runs through Atwell to keep going further south, down through Aubin Grove to Rowley Road”—it is the southernmost part of my electorate—“so that people can catch the bus to the train station.” Sure enough, perfectly, the minister took on board my concerns. The department did a number of evaluations, and bus route 527 now runs through Aubin Grove. Finally, all I can say is that my dealings with the government on the issue public transport has only managed to prove to me that it is a government that listens to our concerns and delivers them when they are required.

In closing, the one thing that always irks me in this place is the level of hypocrisy that comes from many members. One of the terms that will be thrown around in the next 12 months—everyone in this place knows it—is “thought bubble” as in “government by thought bubble” or “opposition by thought bubble”. I think I used the term in this place last year in a contribution to the budget debate. It implies a sudden policy release without proper consideration or costing of implications. We know that the Minister for Transport has unfairly attempted to label the ALP spokesman for transport, Hon Ken Travers, as “Goldfinger”. I think that is very unfair; I think it is unfair to Gert Fröbe, the man who played Goldfinger.

**Mr T.R. Buswell:** So does he!

**Mr J.M. FRANCIS:** He is the late Gert Fröbe; I think the German actor passed away in about 1988.

**The DEPUTY SPEAKER:** I know the member for Jandakot is a James Bond aficionado, but can he please continue.

**Mr J.M. FRANCIS:** Absolutely. I think a more appropriate term for Hon Ken Travers would probably be “bubble boy”, there was a Paul Simon album with a song called *The Boy in the Bubble*. The reason I say that is because this year the Labor Party has already clearly outlined what its standards of honesty will be in the next 12 months and in the lead-up to the next election. The Labor Party will say and do whatever it takes to get a cheap headline to win votes. Graham Richardson would be proud; he would say to do whatever it takes. Yesterday in question time we heard the shadow Minister for Transport’s bubble boy thought on —

**Dr A.D. Buti:** You just said we shouldn’t be using that term!

**Mr J.M. FRANCIS:** I said “Goldfinger”!

**Dr A.D. Buti:** Don’t use it!

**The DEPUTY SPEAKER:** Members!

**Mr J.M. FRANCIS:** Yesterday the Minister for Transport alluded to the shadow Minister for Transport’s bubble boy thought last week about how much extra money we should be spending on public transport and roads. As the Minister for Transport said, that one little thought bubble would add \$17.5 billion to state debt. I have said in this place before, and I will say it again, I am a firm believer that governments do not have money; taxpayers have money. Our job is to collect it as fairly as possible and to spend it as fairly as possible where it is most needed. It is not an unlimited bucket of money that the Treasurer prints off in his ministerial office; it comes from the taxpayers of Western Australia and it needs to be spent with careful consideration. Endless thought bubbles get great media sound bites, but unless the opposition wants to spell out what it wants to cut out of the budget to pay for the thought bubbles or what new taxes and charges it wants to bring onto the people of Western Australia to pay for those thought bubbles, I think it is just another cheap irresponsible —

**Dr A.D. Buti:** You said don’t use “thought bubbles”, but you keep using it!

**Mr J.M. FRANCIS:** It is just another cheap irresponsible headline grabbing one-liner. If we are already spending \$725 million more per year on transport than the government receives from ticket sales—is that correct minister?

**Mr T.R. Buswell:** That’s right.

**Mr J.M. FRANCIS:** Let us be fair and honest about it; that means that the taxpayers of Western Australia who do not use public transport are paying tax to subsidise public transport usage to the tune of \$725 million—people do.

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**Mr A.J. Waddell:** What about people who don't go to the football? What about taxpayers who don't go to the foreshore?

**Mr J.M. FRANCIS:** Absolutely.

**Mr A.J. Waddell:** What about taxpayers who do not care about James Price Point? What about taxpayers who pay for a whole range of things?

**The DEPUTY SPEAKER:** Member for Forrestfield!

Several members interjected.

**The DEPUTY SPEAKER:** Members! Minister! Member for Jandakot!

**Mr A.J. Waddell** interjected.

**The DEPUTY SPEAKER:** Member for Forrestfield!

**Mr T.R. Buswell** interjected.

**The DEPUTY SPEAKER:** Minister! Can the member for Jandakot continue please?

**Mr J.M. FRANCIS:** Thank you, Mr Deputy Speaker.

In fact what one person receives without working, another person must work for without receiving or as they say, "The government cannot give to anybody anything that the government does not take from somebody else." Therefore, the challenge to the Australian Labor Party in the next 12 months is to be honest —

**Mr M.P. Whitely:** Do you support Tony Abbott's plan for parental care?

**Mr J.M. FRANCIS:** The challenge —

Several members interjected.

**The DEPUTY SPEAKER:** Members!

**Mr T.R. Buswell** interjected.

**The DEPUTY SPEAKER:** Minister! Member for Jandakot, continue.

**Mr J.M. FRANCIS:** Thank you, Mr Deputy Speaker.

Therefore, the challenge for the Australian Labor Party in the next 12 months is to be honest —

**Dr A.D. Buti** interjected.

**The DEPUTY SPEAKER:** Member for Armadale, I call you for the first time.

**Mr J.M. FRANCIS:** Mr Acting Speaker —

**Dr A.D. Buti** interjected.

**The DEPUTY SPEAKER:** Member for Armadale, I call you for the second time. Member for Jandakot.

**Mr J.M. FRANCIS:** Thank you, Mr Deputy Speaker. I can take as long as I want.

The challenge for the Australian Labor Party is to be honest with the people who do not —

**Dr A.D. Buti:** We won't be taking advice from you, I can assure you. Don't waste your time.

**Mr J.M. FRANCIS:** The challenge for the Australian Labor Party is to be honest with the people of Western Australia who do not use public transport. That could be for a number of different reasons. Not everyone —

**Dr A.D. Buti:** So you are into user-pays completely, are you? Is that your policy?

**Mr J.M. FRANCIS:** Mr Deputy Speaker, I seek your protection.

**The DEPUTY SPEAKER:** Member for Armadale, I do not know whether you want to have an early rest, but if you carry on like this, you will have an early rest; okay?

**Mr J.M. FRANCIS:** Thank you again, Mr Deputy Speaker. I will get it out somehow.

The challenge for the Australian Labor Party is to be honest with the people of Western Australia who do not use public transport.

**Mr A.J. Waddell:** Were you honest with the people who do not use plastic cows or singing toilets or remote-control aerodromes? Were you honest about that stuff?

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**The DEPUTY SPEAKER:** Member for Forrestfield!

**Mr J.M. FRANCIS:** Thank you, Mr Deputy Speaker. Again, I seek your protection from those vicious interjections.

Not everybody can use public transport. Not every single person can have a bus stop outside their house. Not every single train line can have a train station every 100 metres. Not every bus can run down every single road, and it cannot stop every five minutes and take people who catch it directly to where they want to go. Otherwise we would have nothing but a noodle mess of train stations, train lines, buses and bus stops, and it would be absolutely impossible for society to function. It is about finding a balance and about spending money wisely and being honest with the people of Western Australia, which is clearly something that the Australian Labor Party can never be trusted to do.

**MR D.A. TEMPLEMAN (Mandurah)** [5.11 pm]: This is actually a very important debate this evening. I would like to bring the debate back to real people, and they are, of course, the people of my electorate. I want to begin first of all with some —

**Mr T.R. Buswell:** Are you saying the people in my electorate aren't real?

**Mr D.A. TEMPLEMAN:** Of course they are, but I am talking about my people, who are important people. I am glad the minister is here. I know he is responsive to a lot of pleas by members, and I hope that he is going to be responsive to my plea, which I will outline towards the end of my speech tonight.

Mid last year I wrote to the minister about a particular part of my electorate—that is, the northernmost suburb of Mandurah, which is the locality of Lakelands. Lakelands is a Peet and Company development. It is a very successful development and is growing rapidly. In the last four or five years, the Lakelands population has increased from a couple of hundred to a few thousand people. It is a locality in the northern part of my electorate that is very popular with first home buyers, young families and now an increasing number of retirees—that is, people who have purchased their homes as retirees. In the case of the particular aspect that I will highlight shortly, it is home to an increasing number of retirees in a retirement village known as Lattitude Lakelands retirement village. When I wrote to the minister last year I highlighted the words of a Mrs Merle Maddren who lives at the retirement village. She is 85 years young. She highlighted in her letter to me, which I forwarded to the minister, the increased difficulties she was having, as a retiree in that new and growing village, accessing the current bus route—route 587.

Lattitude Lakelands retirement village is now home to a couple of hundred residents. When it is fully developed in the next couple of years it will have over 300 residents, and they will be part of this growing community of Lakelands. Currently, Lakelands is serviced by bus route 587 and, like many routes that are introduced to new, burgeoning suburbs, not only in my electorate, but also in other electorates, the infrastructure does not always keep up with the growth. I simply want to highlight to the minister that this suburb really is very much that mortgage belt, that growth suburb, we see in many parts of Western Australia, particularly in the Mandurah area.

Mrs Maddren wrote to me asking for an improvement to that 587 service to better service the growing population at the retirement village. The minister through his office and his department responded and the response was very much a “no” to what was really being asked—namely, what we consider to be a simple routeing of that service. In January this year, I attended a meeting at Lattitude retirement village. There was very good interest from the 70 to 80 residents who turned up to the meeting. Again, it was about the issue of the difficulties many, many people have accessing the 587 service. The minister's department will tell him that the retirement village is about 400 metres from the nearest bus stop. It will also say that it is about 500 to 600 metres from another route that travels along Mandurah Road towards Rockingham. However, the reality is that given there are a number of older residents in this particular retirement village, the fact that they have to, if we like, access the nearest bus stop from what is called a fairly difficult incline causes real problems for people. As Mrs Maddren and many, many others at the village have highlighted to me, the view is that there should be a simple diversion to traverse Bellambi Chase, which is where the village entrance is, and go back onto Yindana Boulevard where it currently travels. On paper, the Public Transport Authority would probably say that it is too complex and would affect other users. But if the minister has a chance to physically go there and look at what is being asked, he will see that it is actually not a great ask, in my view.

I want to highlight to the minister tonight, as I say, the feelings of a number of people. I want to work with the minister on this because I think that we can come up with a solution. I will read the minister a couple of snippets from correspondence from people in that retirement village, such as Glenice Campbell. She states —

... the train is a fantastic service the bus is appalling.

**Mr T.R. Buswell:** Is that Glen Campbell?

**Mr D.A. TEMPLEMAN:** No; it is Glenice. I do not know whether she is related. She states —

I use the 587 from Lakelands, the station is less than 10 minutes away in the car —

That is Mandurah central and the railway station. She continues —

it takes the bus 35 minutes, even this could be acceptable if the bus was a little more regular. **Parking at the station is almost impossible** after the work force has taken all the parking bays.

On one occasion I saw the bus pull out as I was walking towards it from the train, on checking the timetable the bus was due to leave the station **2 minutes before the arrival of the train, this gave me 1 hour and 15 minutes wait for the next bus.**

This is for someone who wants to get home from the Mandurah station, which, as she highlights, by car is 10 minutes away, but on that occasion she had to wait for the next bus, which was an hour and 15 minutes away. There is a problem with the frequency of that service not only during the week but also, of course, on weekends. In fact, I think that the Saturday bus service for Lakelands is only up to six buses a day. That is Glenice's highlight. There are many others and I will highlight a few of them. I really want the minister to understand who these people are. They are people such as Jan Cook, who said to me in a letter —

I do not drive & have used public transport at least twice a week for the past 10 years of being retired.

She has arthritis, so she has trouble with her legs. She states —

... it is quite a trek uphill to the current bus stop on Yindana Boulevard & more daunting on a wet & windy day. My journeys take me, not only to Mandurah city & Centro but to Perth, Rockingham & Joondalup.

The thought of a bus stop closer to our village is very pleasing to me & would give me more freedom & independence.

She again asks that a simple re-routing be very, very carefully considered as the option to address her concern.

I refer to another letter, this time from Mrs Lesley Nicol, again from the village, in which she highlights—as the population in the village grows—the crucial need for better access to the public transport system. She writes that she wants to see Lakelands considered by the Public Transport Authority with a greater understanding of the genuine growth occurring there and the demographics of the population.

Maureen Cunningham was much shorter with her comments, saying —

With the bus why can't they just make the terminus in Bellambi —

That is the street that the village is on —

then go up either Catalina on Lakevalley and make the stop in Yindana just another stop how hard would that be.

That is from Maureen Cunningham—a lady of few words, but she is certainly spot-on with her view.

Shirley Suriano writes —

As a frequent user of public transport feel that if the present bus service to lakelands were extended to pass by this complex it would surely attract more passengers than the handful who presently use this route.

As members know, there are issues about the volume of people using such routes, particularly new routes or routes that are in growing areas. However, if we do not make the service more frequent and more appealing, of course there will be a corresponding lack in the numbers using the service.

Maurice and Sandra Anderson of unit 5, Lattitude village wrote —

We came to live in Lattitude Village, Lakelands with the expectation that there was to be a train station east of our village...

I want to highlight that shortly —

It is virtually impossible to get car space at Mandurah or Warnbro Stations —

Warnbro, which is some 20-plus kilometres away, is the other option if people need to park —

It is imperative that we have another station between Mandurah and Warnbro...

**Extract from Hansard**

[ASSEMBLY — Wednesday, 29 February 2012]

p466b-492a

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I agree with them and will talk about that later. At the end of the day, they urgently need a bus stop at the gate or close to their village because it will not only assist the elderly non-drivers, but also improve the use of the service by making it more user friendly for many of the older people living in the village.

Again, they highlight the re-route down Lake Valley Road into Bellambi Chase as the option to solve the problem.

I refer to a letter from Jacqueline and Tom Lanigan. Jacqueline wrote —

I am 66 years of age and in good health however my husband who is 75 years of age is a cancer survivor and has several medical conditions which require him to attend appointments at Fremantle, Sir Charles Gardner and Hollywood Hospitals. He is unable to walk any distances.

The PTA says that their nearest bus stop is only 400 metres away. But for people such as this, it is not as easy as simply saying that it is 400 metres. I take the previous speaker's point: we cannot have a bus stop on every corner at the end of every street. But we are asking for a simple re-routing that would accommodate the needs of people such as Jacqueline and Tom Lanigan. They go on, writing about the husband not being able to walk any distance, saying that the only way they can catch the bus is for her to drop him off at the bus stop at Yindana Boulevard, take the car home—this is what they are currently doing—park it and walk back to the bus stop. Again, in wet weather the difficulties are even greater. Again, they suggest that a simple re-routing along Lake Valley Road and Bellambi Chase and into Catalina Drive would help solve the problem.

Mary Bancroft was similarly pleased that we held the meeting at the retirement village in January. She said in an email to me that prior to Christmas she and a group of people decided to journey to Perth in the morning by train. She wrote —

We drove to Mandurah train station but there was no car parking to be found even in the paid area, and the same story was found at Warnbro.

They went to Mandurah train station, where there was no parking. Their nearest train station was a 25-kilometre drive north to Warnbro. They got to Warnbro and it was the same story. She says —

As we did not wish to drive to Perth, we were forced to cancel our trip. The bus service from Lakelands is at intervals of 60 minutes after 9.00am and there is now no direct bus service to Perth.

I just want to highlight that important aspect, because people in this place keep saying to me, "You're not regional; you're just city and you've got all these services." The reality is very different from what they may perceive. For the people who live in Lakelands and Madora Bay, to get to the Mandurah station they have to go backwards, essentially south, and then go north to get the train. Why? They have to do that because we do not have another rail station between the Mandurah terminus at Allnutt Street and Warnbro station at Safety Bay Road east. That is a real problem. I will talk about the Lakelands station shortly. James states —

Should the planners fail to take this fact into consideration, then many of us will be forced into driving our motor vehicles for a longer period of time than we would like, or than we should.

Alison Cullen talks about moving to Lattitude Lakelands retirement village from Ascot. She says —

When reviewing this area, we saw that a train station was going to be established at Lakelands, and there was also a bus service going down Catalina Road.

...

Whilst I am still driving, I had hoped to "discover" the area by using local transport.

Of course, as she has now found, that is not the case. She continues —

I wish to travel to Perth at least monthly, using the train, but now find it is impossible to park. Last week, Luckily my husband dropped me at the station.

This is the recurring theme. They cannot guarantee that they will get a park at the train station, so the options—they are the last options we should be encouraging—are for them to use their private vehicles to drop people off and come back or, as we have seen in one situation, to drive their husband to a bus stop, drive home and then walk back to the bus stop themselves. Alison highlights —

I see all the land being developed for new housing, and wonder how everyone will cope without services.

This is a suburb that is not at the moment being serviced properly by public transport. Judy and Barry Woodford also attended the meeting. They say —

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We would like you to further follow up with the Transport Minister and whoever else could help in endeavouring to get a deviation to the local bus route.

As my husband is legally blind, getting to the bus stop in Yindana Parade is not an option we can take. And as the age of the residents in our village gets older, it is most unfair for them to even contemplate walking up the hill to the present bus stop.

Again, people say, “Come on! You’re only walking up a hill.” But they have to be there to see what faces these people to understand that that is an imposition. Judy and Barry Woodford are urging the minister to get his bureaucrats to really look at the situation as it affects the people at Lattitude retirement village. Dorothy and Trevor Shakespeare state —

We would like to continue discussion with yourselves regarding the implementation of a public transport ... being re-routed to enable a bus stop for our residents to be installed for use in the immediate future.

It is important for the village residents to ensure the above does happen, to improve the lifestyle and mobility of all.

They talk about the ultimate build of the Lattitude lifestyle village. It will have a total of approximately 360 persons in the next two years. So members can see how imperative it is that a bus route to and from Lattitude village be followed through.

[Member’s time extended.]

**Mr D.A. TEMPLEMAN:** They go on to say —

As our car users within the village will reduce, ... the demand for public transport and correctly located bus stops will become a bigger problem within **the near future**

David and Cath Dobson state —

We would like to add our support for the re-routing of the bus service through Lakelands to pass closer to the entrance of the Lattitude Retirement Village.

Pauline and Alexander Knox of number 28 in the village highlight that there is no service on Sundays. They want to go to footy but they cannot get a bus to the main train station; they have to make alternative arrangements. Again, they highlight that imposition. They want to rely on public transport. They want to use the public transport system rather than their cars. Several people in the village are members of Australian Football League clubs and really want to enjoy the AFL season when it begins.

**Mr T.R. Buswell:** Clubs?

**Mr D.A. TEMPLEMAN:** Both, yes.

**Mr T.R. Buswell:** In the same way that we put on an Eagles express.

**Mr D.A. TEMPLEMAN:** That is true. We used to have those.

Bob Noble, again from the village, says —

The extra distance for the bus is nothing more than trip around the block which would take 2 or 3 minutes.

Again, if we calibrated the distance, the deviation that they are asking for is approximately one kilometre in total. Liz Shillingford says —

The nearest bus stop is in Yindana Parkway, which is quite a long way when one is older and not so good in the legs and hips! ... We are constantly being urged to use public transport. We would if it was provided.

Kay Hepworth writes —

I would like to add my voice to the desperately needed change to the bus route that is meant to service Lakelands.

As a resident of Lattitude Village I find that the existing route is most difficult to use. As I have a heart condition, I find it impossible to walk the hill to the current bus stop and to walk all the way to Mandurah Road and then try to cross 4 lanes of traffic travelling at 80 kms an hour —

It is usually more than that, by the way —

... Someone will be hurt trying this.

I have elderly friends that would like to visit me at my home and at the moment with the way the bus is, they cannot come.

These are real stories and real people. I have just highlighted some—these are not all—of the letters that I have received, in the hope that the minister will get an understanding that this is a genuine plea from these people.

In my last email to the minister, which was on 6 February—I have not received a response, but I am sure the minister will respond—the ask was very simple: can the minister request that the PTA officers come to the village, have a look for themselves, and talk with the residents—I would like to be present—about the current service, listen to some of the stories, and look in a practical way at whether there can be a re-routing of route 587 to not only better service these people and the future population of that retirement village, but also meet the real need in the whole of the Lakelands community. That is the plea, and that is what my email to the minister of 6 February, from memory, asks the minister to do. I am sure we will be able to get a good group of people together who will be able to outline why they see this—as I also see this—as such an important issue for them. If we are going to encourage people to use public transport, we need to provide frequent and reliable services to them.

I want to move now to the issue of the rail station. I know that the minister has done the plan—the 2030 one—and I know that in that document, various future stations have been highlighted. But I need to remind people in this place that Mandurah, with a population of 80 000, and a greater catchment of probably 10 000 more, is currently serviced by only one rail station—the Mandurah terminus in Allnutt Street. It is true that additional parking has been provided at that station, but that has all been gobbled up. That is the only station that services the people of Mandurah. In the catchment to the north—this is not an attack on my colleagues from Rockingham, Cockburn and Kwinana—which has a population of around 150 000, there are, from memory, five stations; it might be four. The people of Mandurah have only one station for a population of 80 000. Everyone in Mandurah loves the train. They think it is the best thing that has happened in Mandurah in decades. It is very popular. But for people who live in places like Lakelands, Madora Bay and even Meadow Springs—particularly those northern suburbs—their access to the train is either via the Mandurah terminus, whereby they have to go south to go north, or by getting in the car and trying to get a car park at Warnbro Station. But as has already been highlighted, it is almost impossible to get a car park at Warnbro Station.

The rail distance between Mandurah terminus and Warnbro station is approximately 22 kilometres. It was always proposed that there would be a rail station at Lakelands. No timing was ever given by either government, or even by the Public Transport Authority or the planners. There is land for the proposed station. My argument has always been that that station should be built. That station should not be a you-beaut, fandangled, bells-and-whistles station as we might see along the freeway. It is more conducive to a more provincial station—the sorts of stations seen on the Fremantle line, such as Dalglish, Shenton Park and Loch Street. It should be a provincial station only in the short term. Of course the planners will tell the minister that we cannot get much change out of \$30 million or \$40 million for a train station. I really believe that to relieve pressure on the current Mandurah terminus, and certainly to accommodate the continued growth in that corridor, we need a second station, and it should be at Lakelands. The minister's planners will probably tell him that if there is to be a station between Mandurah and Warnbro, it should be at Karnup. There is argument for that, too, but we desperately need another station between the Mandurah terminus and Warnbro. Unfortunately, the City of Mandurah does not agree with me. It agrees with me on lots of things, but not on this one. The city moved a motion that the next proposed train station should be at Gordon Road because it is adjacent to the education campus. I think that is way-out thinking. Quite frankly, it is not a sensible proposal by the City of Mandurah. Our train stations should go where the populations are, and areas where the populations are growing. There is a strong case for a second station to service the growing north Mandurah corridor. I think the minister has been listening. I really look forward to working with him on this. I do not want to attack him in this respect because I think this is too important to play politics on.

I finish by saying that I also believe a designated bus service between Mandurah and Pinjarra is essential. I know the minister's colleague who sits next to him, the member for Murray–Wellington, has presented a range of petitions about this matter. Apart from the growth to the north of Mandurah, the other growth corridor is the east–west corridor from Mandurah central along Pinjarra Road to Pinjarra. The Shire of Murray will continue to be one of the fastest growing shires outside the Perth metro area and will continue to be required, under this government's planning and under the planning documents, to house a greater proportion of the people who are coming to live in Western Australia, particularly around the metro area and the neighbouring Peel region. A bus service between Mandurah and Pinjarra will have benefits for both population centres. It would be a great opportunity for Pinjarra and the Shire of Murray to create a connection for the Pinjarra people and those living in the spine of Pinjarra Road, including Riverland Ramble at Ravenswood. A lot of elderly people are living in a major retirement village at Riverland Ramble. That service is really needed. The problem the minister has is that

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the PTA keeps telling him that the Shire of Murray is not part of the metro area's transport corridor. Quite frankly, I do not really care about that because I know the population is growing. Part of that population is in my electorate in the areas of Furnissdale and Barragup, and certainly people living along that spine and the catchment within Furnissdale and Barragup would benefit from a Mandurah–Pinjarra bus service.

Some good stuff has already been done, including the Austin Cove school. The Minister for Transport and I spoke about that privately. I agree with him that making current buses dual use is something that should be looked at closely. The spine of Pinjarra Road becomes even more strategic and important because a growing number of people will live along that spine. Whilst this motion condemns the minister, I am pleading with him to understand the growth —

**Mr T.R. Buswell:** There goes that note to be nice. You were going well until then.

**Mr D.A. TEMPLEMAN:** In a spirit of reconciliation, I ask the minister to understand the issues relating to the Lattitude Lakelands retirement village. I also ask the minister to understand that the demand is putting greater pressure on the rail system, particularly access to the rail system, for many people in Mandurah. That means that there is now a more urgent need for a second railway station to take the pressure off the current Mandurah terminus but also to cater for better coordinated connections to a station. In my view, it should be at Lakelands and it should be well connected with an internal bus service. I ask the minister to listen to this plea as part of this motion tonight. I would be very interested if the minister would agree to a meeting with officers of the PTA under his instruction and talk to the people of Lattitude retirement village so that we can come up with a really workable alternative to the 587 bus route.

**MS A.R. MITCHELL (Kingsley)** [5.42 pm]: I am pleased to speak against the motion because in the last couple of years, certainly with the first Minister for Transport under this government, I have found that this government is listening to what people are saying and we are providing a much better bus and train service. I want to raise a couple of points because I think they need to be put on the record to show what is going on. When I was first elected—a fair bit was going on during the campaign as well—I had representation from a number of people who were very concerned about the bus services in my electorate.

As I have said a couple of times already, the demographic of my electorate has changed. Originally it was made up of people who bought land and built. Now I have an ageing demographic. People in my electorate wanted to use public transport but the public transport did not suit the people. They are very intelligent people. We got maps out. They knew the bus services. They had drawn in different colours which buses went to which areas because I did not know. I was much better prepared through the work of these constituents, whom I will mention later. They helped me go through it. The Public Transport Authority came out to me and I was told all the reasons why it could not be done. It has a very good system on the books but it does not necessarily work for the people. Fortunately, through my representations and people coming to see me, I was given a good chance to go to the minister. I knew what I was talking about, and he listened. Then the PTA came on board. As I mentioned in my response to the Premier's Statement, the 451 bus service commenced on 20 February. That is the first one. That has been very well received.

There is a train station in my electorate that we have to drive to. We cannot get a bus to it. I have this ageing demographic that wants to go to a major shopping centre. I do not have any major shopping centres in my electorate. I have local suburban shops but I do not have shopping centres. I have a gap. People in my electorate want to go to different places but they cannot get to them. We now have a bus that runs between Kingsway City Shopping Centre in the member for Wanneroo's area to Greenwood train station and then comes back. It goes to a couple of other areas but that is its main route.

**Mr T.R. Buswell:** It turns around.

**Ms A.R. MITCHELL:** Yes, it turns around. It also deviates—I am sure the member for Mandurah will be very interested to hear this—to a retirement village. It makes it easier for these people to get on and off the bus. It deviates both ways so people do not have to cross Hepburn Avenue, which is quite interesting. This bus runs along Hepburn Avenue. Bus stops have been built on that road. It is quite remarkable. People have responded to this bus service because they asked for it. People can now get to the train station and the shopping centre. It is available, it is local and it works.

Several members interjected.

**Ms A.R. MITCHELL:** It is amazing because I hear so many stories, and I am not the only one—other people have heard them. We need to have a minister who is responsive to the issues of our constituents and who can understand that things have changed. The member for Mandurah has gone through similar stories, and the minister does listen and he does respond. I am pleased to say that my constituents are very, very happy and will be using that service a lot.

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**Mr T.R. Buswell:** Is that the 451? It is brilliant.

**Ms A.R. MITCHELL:** I will be honest. I dropped 2 500 timetables out to people in the weekend before it started. The comments I received from people were amazing. These were just normal people who were thrilled to bits that after probably 10 years —

**Mr T.R. Buswell:** Of neglect!

**Ms A.R. MITCHELL:** Yes, after 10 years of neglect—the minister is absolutely right—this had come to pass. What is also good is that it is not just the people in my electorate who benefit. A lot of people from Landsdale, Darch and Madeley travel to St Stephen’s, which is a school in my electorate. These parents have had to drive their kids to school because there was no other way the kids could get there. For these people, the bus service stops at the Greenwood train station and their kids walk across the freeway on the overpass and they are in school. Many people will benefit from this. The principal of that school is absolutely pleased that his students have the option to get to school without requiring their parents to drive them. The 451 bus service has been very well received, minister.

**Mr T.R. Buswell:** That is the one where we went out and sat in the bus.

**Ms A.R. MITCHELL:** They wanted the minister to drive the bus.

**Ms L.L. Baker** interjected.

**Ms A.R. MITCHELL:** Unfortunately, I could not drive that bus. The minister has the class of licence that will enable him to drive the bus, but I do not have that. I cannot charge for tickets, so I could not drive the bus that day, which was disappointing.

**Mr P.T. Miles** interjected.

**Ms A.R. MITCHELL:** I am sure I am, but I will not answer that!

The other point I want to mention briefly, which these gentlemen from another village also picked up on, is that even though they back onto Wanneroo Road, they missed out on a service. Once again, services in the electorate of the member for Warnbro—Landsdale, Darch and through there—also support people in my electorate; it is a service that now works for them. They can access it easily just outside their front door, and it does make a difference. I want to recognise and thank people like Ron Elphick, Tony Savery and David Young for their support and practical on-the-ground information. It was not easy for me to take this matter forward, but I really praise the minister and his team because they listened. They knew we were talking about actual people and that people count in the long run.

I want to return to the issue of train stations. I mentioned Greenwood train station, and in my electorate I have Whitfords train station and I will soon pick up Warwick train station, so I am getting to know a lot about train stations. During my campaign there was talk about extra car park stages at the train stations, and there was a great deal of concern in my electorate because it seemed that the only plan was, “There’s a bit of land; we’ll put it there.” There did not seem to be any real consideration of residents and people in the area. I have to say again that we have been able to find a solution that works. The main story, of course, is that we have more car bays. Greenwood has an extra 176 car bays and Whitfords has an extra 210. They are a huge benefit to people. As members know, not everyone can catch the bus to get to the train station and not everyone needs to catch a bus to the train station, but people need to get to the train station. These additional car parking bays have been added in a very aesthetically pleasing way, I must say. People were worried about what they would look like. I for one am not keen on car park sprawl. These car bays are there and they are working and people are using them, so I thank the minister once again. I believe that at Warwick, just with a little reconfiguration and without taking any other land, there will be an additional 90 car bays. That is amazing when I think what can be done without spreading much further out.

The other thing I probably need to mention is that even within those parking bays there was a section in which people were not able to park. That is the area where people are dropped off in the morning before nine o’clock. Those bays are busy in the morning during the peak period, but they sit empty for the rest of the day. We found out that we can actually park there.

**Mr T.R. Buswell:** Kiss ‘n’ park.

**Ms A.R. MITCHELL:** We can kiss ‘n’ park after kissing ‘n’ dropping. Between 9.30 am and 3.00 pm—I tell people to make sure they get there either side of that time—people can park there, so in non-peak times those bays can be used for parking. That has been a huge bonus, particularly for people, once again, who need to get to appointments somewhere. They may not get an all-day parking bay, but they can use this service. It is a real

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bonus, but I have to say that we will probably need a few more of them before too long because they are very well used by people in the area.

For me the train stations and car parks are working. I now have a bus service that goes to Greenwood. It is amazing that there is a bus service there that works. On the weekend one bus service goes to Hillarys and back. I was told by the PTA that we cannot have a bus service there because the buses cannot get in. But I said, “Well you’ve got one on the weekend; guess what, you can put one in during the week as well.” I do not want a bus interchange; I do not want the full package; I just want a bus in and out. That is what we have, so, Minister for Transport, thank you very, very much.

**Mr P.B. Watson:** You are sensational; I just can’t believe it.

**Mr T.R. Buswell:** Very good outcomes, I tell you what!

**Ms A.R. MITCHELL:** As I mentioned, not everyone uses public transport, because it is not convenient for everyone to use public transport and for some people it is not always safe to use public transport. I do not mean that negatively, but late at night some people do not want to be on public transport. But I will say that we need to make sure also that we are looking after our road network because not all our vehicles can fit on it all the time. I use roads such as Reid Highway, the Mitchell and Kwinana Freeways, member for Alfred Cove. The Reid Highway overpasses are absolutely fantastic. They save me a mountain of time when I am going to the airport.

Once again the Mitchell Freeway expansion was an absolute necessity. The northern suburbs also have population growth. We must make sure the whole transport system, not just the public transport system, is in good shape and that we plan for the future, and I have every confidence that will be the case. Thank you.

**DR J.M. WOOLLARD (Alfred Cove)** [5.51 pm]: I was very pleased to hear all the positive comments that have been made to the minister during this debate. I will not support the motion to condemn “the Barnett government for failing to adequately provide public transport services for our growing population.” The problems that face my constituents in Alfred Cove have been there for many years. You yourself mentioned, Mr Acting Speaker (Mr J.M. Francis), that where there are train stations we must have car parks. We do not have parking at Canning Bridge.

**Mr T.R. Buswell:** It’s woeful.

**Dr J.M. WOOLLARD:** The minister knows because he was in this house with me when we argued that there would be a train station and no parking facilities. People who are mobile and can walk across the bridge to catch the train, are now parking way into Applecross and Mt Pleasant so that —

**Mr T.R. Buswell** interjected.

**Dr J.M. WOOLLARD:** And on the other side of the river. Elderly constituents often call my office and complain because they cannot see to get out of their driveways. Cars and vans that belong to people who park there and then go and catch the train are blocking their driveways. That was—not an oversight, because it was mentioned to the previous government—an omission that has caused serious problems.

*Point of Order*

**Mr D.A. TEMPLEMAN:** The convention of private members’ business—I appreciate the member is a so-called Independent—is to allow the opposition to move motions for debate. It is normal in this place for opposition members be given preference in terms of the speaker’s list. We are now on our third non-opposition member. I think members opposite should understand the convention of private members’ business. The speaking list, which is extensive from our side with just over an hour to go, will not allow our members to raise the issues they want to put forward on our motion.

**The ACTING SPEAKER (Mr J.M. Francis):** I do not need to hear from you, Minister for Transport. What I will say on this is that in various seats in this house I have been in the chamber for the entire debate; an opposition member spoke first, a government member second, an opposition member third and a government member fourth. When I gave the call to the member for Alfred Cove—I do not believe I need to justify myself to the house—the only two members who sought it were the member for Wanneroo and the member for Alfred Cove; not a single member on my left sought the call. Member for Alfred Cove, please continue.

*Debate Resumed*

**Dr J.M. WOOLLARD:** We have severe problems —

Several members interjected.

**The ACTING SPEAKER:** Thank you, member for Warnbro.

Mr Chris Tallentire; Mr Joe Francis; Mr David Templeman; Ms Andrea Mitchell; Dr Janet Woollard; Acting Speaker; Mr Andrew Waddell; Dr Tony Buti; Ms Lisa Baker; Mr Paul Papalia

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*Point of Order*

**Mr T.R. BUSWELL:** My point of order is that the member for Mandurah is making it very difficult for people on this side to hear the contribution of the member on her feet. Mr Acting Speaker, I ask that you insist that he observe standing orders in that regard.

**The ACTING SPEAKER:** Thank you, Minister for Transport. Member for —

**Mr P. Papalia:** She's a member of the government; if she's got a problem with the government's behaviour, she should fix it.

**The ACTING SPEAKER:** I am going to ask all members to listen in silence to whoever has the call; thank you. Member for Alfred Cove.

*Debate Resumed*

**Dr J.M. WOOLLARD:** As the Independent member for Alfred Cove —

**Mr P. Papalia:** That's farcical; no-one believes that!

**The ACTING SPEAKER:** Member for Warnbro, you are on three strikes.

**Dr J.M. WOOLLARD:** I think it is important that when a motion like this is on the table about public transport services for our growing population, this is the time for me to put the concerns of my constituents to the minister, which is what I am now doing.

**Mr P. Papalia:** Do it in the party room!

**Dr J.M. WOOLLARD:** As I was saying to the minister, we have severe traffic problems particularly at Canning Bridge because when the train line was put down, there were no transport facilities. On top of that, we have a problem in that we know that half of Canning Bridge will need to be replaced within the next 10 to 15 years. I have had discussions with former ministers about possibly having a tunnel included in the planning for the replacement of the bridge. When the metropolitan region scheme amendment went through, room was left so that a tunnel could go from Sleat Road onto the freeway and through to South Perth. Only local traffic would then use the bridge going either way, and then the half of the bridge that could not be used for transport could be used for boutiques or coffee shops, so that money would come back to the government to help pay for that tunnel. I would ask the minister to look at what can be done there, because I think about 50 000 cars go across that bridge currently. To add to that congestion, the Minister for Transport knows that the Minister for Planning has agreed that building heights in the Canning Bridge precinct disaster—rather than vision—will now reduce from 27 storeys to 20, but the residents want that down to a maximum of —

**Mr T.R. Buswell:** Two.

**Dr J.M. WOOLLARD:** The residents have sought a maximum of 12 storeys right at the bridge, and then coming back. Minister, that is important because —

Several members interjected.

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

**Dr J.M. WOOLLARD:** — the traffic problems and congestion we have now —

**Mr P. Papalia** interjected.

**The ACTING SPEAKER:** I am going to start calling people, and, member for Warnbro, you are on three.

**Dr J.M. WOOLLARD:** The congestion that we have at Canning Bridge now is only going to worsen when the Canning Bridge precinct vision finally eventuates.

On top of that, minister, other public transport service issues have been addressed. The member for Kingsley thanked the minister for re-routeing some of the buses through her area.

During the rush hour we have big problems in Alfred Cove. One of the problems is people blocking driveways by parking in the area so that they can walk to the train. For those people in Attadale or Bicton who want to use public transport, the bus comes out onto the highway and goes through Applecross, so there is quite a delay for those people to get onto the freeway to go to work. My constituents would very much appreciate it if the minister would look at those bus services. It might be possible during the rush hour to have one bus that goes through the Attadale–Bicton area, and straight from Canning Highway up to the bridge, and rather than the next bus going through the same area 10 minutes later, it could go via Applecross. People would then not have to wait quite so long to get to work.

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There are a lot of elderly people living in Attadale–Bicton; it is a very old, established area and there are a lot of elderly people there.

**Mr T.R. Buswell:** I used to take the Stock Road senior citizens on the bus.

**Dr J.M. WOOLLARD:** I have actually told them that when I finish with Parliament I will do some volunteer drives for them!

When the elderly people in that area want to go shopping at Garden City, they have to catch two buses there and two buses back, which means they have to cross Canning Highway with their heavy shopping bags. If they want to go to Fremantle, they also have to catch two buses there and two buses back. A simple re-routing of the bus service that goes through Attadale could take it to Melville Plaza, and that would be a big asset for a lot of those elderly people because it would mean that they could go shopping; it is a fairly large shopping centre.

**Mr T.R. Buswell:** If you come back to us with some suggestions about changes to the route map, I will get my staff to sit down and have a look at what we can do.

**Dr J.M. WOOLLARD:** I thank the minister. I will certainly get those suggestions to him next week.

We are looking at public transport services for our growing population; when the train line was first discussed with the previous government, Hon Phillip Pental and I argued with the then Minister for Planning to look at hybrid trains, so the trains could come off at Canning Highway, Leach Highway and South Street, but the minister did not go with hybrid trains at that time. I believe the time has come to start planning for light rail or hybrid trains, particularly along roads like Canning Highway, which takes people from Fremantle or Rockingham into town, or from the southern suburbs to the airport.

**Mr T.R. Buswell:** Burswood.

**Dr J.M. WOOLLARD:** That is right, and to the government's new stadium. This would be an excellent time to start looking at putting some funding aside for that; the community is not asking for a commitment in the next year or two. I wrote to the minister recently—he may not have received the letter yet—about possibly coming and talking to constituents in my area to discuss what might be on the agenda in the next five, 10 or 15 years so that people can see that the currently inadequate transport services for that area will be improved.

I should probably alert the minister to the problems with Canning Bridge, which I have mentioned previously. Those problems will be exacerbated with the development at Canning Bridge. The City of Melville has now tabled its vision for Riseley Street. In that vision the council has said that the traffic along Riseley Street may be reduced to 40 kilometres an hour. The council wants high-rises built all around the Riseley Street intersection.

**Mr T.R. Buswell:** On Canning Highway?

**Dr J.M. WOOLLARD:** There is not much immediately adjacent to Riseley Street but there are 10 storey high-rises to the east and west in Ardross and in a part of Mt Pleasant. Some of my constituents who have lived there for many years are upset that they will lose their views and have problems with increased traffic.

**Mr J.E. McGrath:** They don't have views there. It is fairly flat.

**Dr J.M. WOOLLARD:** There are some brilliant views across the river west of Riseley Street towards Wireless Hill Park where a hill rises almost to Applecross Senior High School. Obviously the residents are very unhappy. The minister lived in the area himself and knows that on some days the traffic is banked up to North Lake Road. If the development at Canning Bridge and the Riseley Street vision go ahead, there will be a lot more congestion on the roads in that area. My constituents and I would very much appreciate it if the minister would look at that. One way of resolving that issue might be to introduce a 40-kilometre-an-hour zone there so that the City of Melville would cop all the flak from the people who could not get to work. The council then might not be so keen on building the high-rises that it wants to build in that area. That is one way to deal with it. My constituents do not want many more high-rises built in that area because the traffic is already very congested along Riseley Street and Canning Highway.

I do not support this motion condemning the government. As I said before, the problems in Alfred Cove are not new. For the past decade, in addition to the problems at Riseley Street in Alfred Cove, I have raised in the house other transport and traffic problems in my electorate. I very much appreciate the opportunity that the minister has given me to meet with his staff to discuss how some of these problems might be remedied.

**MR A.J. WADDELL (Forrestfield) [6.08 pm]:** I support the motion that this house condemns the Barnett government for failing to adequately plan for public transport given the growth of our population. That is a fact. The government has completely and utterly forgotten about the rate of population growth in Western Australia. Government members stand here and give great speeches about the mining boom and importing workers into Western Australia, but do we see in the Public Transport 2031 plan any comprehension of the fact that the

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population is growing at an unprecedented rate? No. The government has completely dropped the ball. That is the problem. I have listened to government speaker after government speaker talk about public transport. Apparently public transport, according to the Liberal Party, is about car parking bays, high-rise buildings and building a tunnel under the river; it is about nonsense like that.

I would like to talk about my electorate. I would like to talk about the fact that I happen to represent one of the fastest growing areas in the state. For a long time Perth has spread north and it has sprawled south, and now it is beginning to sprawl to the east. For a long time the eastern part of Perth was fairly stagnant. I grew up in my electorate. I remember catching buses in the 1970s. I remember having to wait about 30 minutes for a bus into the city. Guess how long it takes to catch a bus into the city now? Someone would probably have to wait 35 to 40 minutes. When I lived in High Wycombe as a child, there were probably 1 000 people living in the area. Today there are over 5 000 people in that one suburb. Next door, Maida Vale has tripled in size. Forrestfield has quadrupled in size. Whole new suburbs such as Wattle Grove have sprung up in that time. What additional bus services have we seen? There has been virtually nothing.

Look at an area like Wattle Grove. Wattle Grove has sprung up in the last decade, and it continues to grow at an absolute rate of knots. Wattle Grove is served by the 294 bus service. I have actually got the time to read the entire bus timetable of the 294 bus service. It starts at 7.10 in the morning. There is another one at 8.05, 9.05, 10.05, 11.05—we are getting a trend here. There are then buses at 12.05, 1.05, 1.55—there is obviously a lunchtime rush—2.35, 3.35, 4.30 and then there is a service at 5.10 and 5.30, but it does not go all the way. In other words, if a person in Wattle Grove wants to head out towards Midland, they better make sure they are on that bus by 4.30 pm on a Friday. On a Saturday, people can actually catch a service as late as 3.55 in the afternoon. On Sunday, they are staying at home; there is no service whatsoever. Several thousand people live in Wattle Grove—several thousand people who would like to use public transport to commute to their jobs; several thousand people who would like to be able to go to sporting events or other social events out there. But can they go after 5.30 at night? No. I suppose they could take an alternative service and they could try to catch the train at Cannington, but there is the same problem. Again, as soon as the sun goes down, the bus service disappears. If people want to catch a bus on a Sunday, they can forget about that.

It is quite interesting that this government has been spruiking the need for retail trading on Sundays because the world has changed and consumers want to get out there and shop on Sundays. What do people do if they live in Wattle Grove? How do they get out there? What if someone is a retail worker in Wattle Grove? How do they get to their job? They cannot. Let us look at the Transport 2031 plan. What is in the Transport 2031 plan that is going to tell the people of Wattle Grove that there is a brighter future? I do not know whether Hansard caught the deadly silence there, because that is what was in the Transport 2031 plan—nothing, zero, zilch—“this parrot is dead; it is deceased; it is gone.” The minister has dropped the ball. He has no interest whatsoever in delivering any additional transport services to the eastern suburbs.

Everyone out there was very upset. I know my local governments were absolutely incensed at the lack of consideration they received in the Transport 2031 document. I remember that I was at a Shire of Kalamunda citizenship ceremony, and the member for Kalamunda happened to be there. I saw the shire president make a beeline for and wag a finger at the member for Kalamunda, asking “Why is it that your government has completely ignored this area? Why is it that your government has completely underestimated the growth that is going on? You only have to look at Google Maps to see that entire new suburbs are springing up every six months in the area. There is constant house building going on. These are young families that are moving into the area that are going to need considerable public transport support. Why did we get left out?” The minister was a little embarrassed by this and so he came out and had a meeting with the shire. The next thing we knew, the thought bubble popped out. It was not an amendment to the plan, no; we just got a thought bubble. The thought bubble we got from this minister was, “It would be a great idea to build a train line out our way.” I am a big supporter of the idea of building a train line through the Forrestfield area. In fact, in 2008 when I was merely a glimmer of hope in this place, I remember a meeting with the then Minister for Planning and Infrastructure at Hartfield Park at which we had the maps out and were talking to people about the prospect of moving the train line out to the airport and then extending beyond into Forrestfield. The interesting thing is that people listened to us; they listened to us thoughtfully and they accepted that we would be the people who could deliver a vision like that. Why? Because Labor has a track record of building public transport. That is what we do and we do it well, and the public knows we do it well. The government’s track record is abysmal; it is absolutely abysmal in the area of public transport and the Transport 2031 plan not only highlights that, it underlines it, marks in green and then puts a flashing sign around it that says, “We are useless at public transport.” That is because the government is delivering nothing to the eastern suburbs.

**Mr F.A. Alban** interjected.

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**Mr A.J. WADDELL:** It is doing nothing for public transport. I have had grievances in this place about poor public transport services.

**Mr F.A. Alban** interjected.

**The ACTING SPEAKER (Ms A.R. Mitchell):** Member for Swan Hills!

**Mr A.J. WADDELL:** I have had grievances in which I have pointed out that children have to be taken to school at 7.00 am because there are no feeder bus services into the area.

**Mr F.A. Alban** interjected.

**The ACTING SPEAKER:** Member for Swan Hills, I ask you to refrain. The member for Forrestfield has not asked for interjection; do not call out. Member for Forrestfield, I request that you put your comments through to the Acting Speaker.

**Mr A.J. WADDELL:** I had grievances in this place through which I have explained the problems that we have had with public transport. I had a disabled constituent who needed to take his son to one of the private schools in the area and I had a grievance that he was spending up to 65 minutes in the rain waiting for a bus service to deliver him. What was I told by the government? I can sum up in two words: too bad. That was it. The government said it had other priorities. We have heard about the other priorities, have we not? We have heard about the wonderful growth. The other week we had the minister tell us that apparently it was raining buses in Wanneroo. We have heard about the wonderful new services that are appearing all through the western suburbs. It seems that the Liberal Party is very good at looking after its own, and that has always been a track record of the Liberal Party.

**Mr F.A. Alban** interjected.

*Point of Order*

**Dr A.D. BUTI:** I ask for some consistency from the Chair. The previous person in the chair named people on the Labor Party's side for interjecting. I have an individual to my left, the member for Swan Hills, who, as usual makes no contribution, but interjects. Madam Acting Speaker, could you please consider naming him if he continues along that line.

**The ACTING SPEAKER:** Thank you, member for Armadale. Member for Forrestfield, as I said, I ask you to make your comments to the Chair. Member for Swan Hills, I ask you to refrain from interjecting.

*Debate Resumed*

**Mr A.J. WADDELL:** Thank you, Madam Acting Speaker. I believe I was addressing the Chair with my comments and speaking most eloquently of the poor performance of the Liberal–National government at delivering public transport. There was a little irritating voice in my ear and I find it very interesting that the member for Swan Hills chooses this debate to heckle the opposition. He is the one member who is in fact the poster child for a failure of public transport by this government. He is the one member who stood up before the last election and said, “We will deliver you a train line”, then went hiding and ran away at a rate of knots. There has been no doubt —

Several members interjected.

**The ACTING SPEAKER:** Member for Forrestfield, you requested that you not be interrupted. Would you come back to the subject you were talking about and direct your comments through the Chair?

**Mr A.J. WADDELL:** My point is that the Liberal Party has a very poor record on public transport. There was an opportunity with the Transport 2031 plan to actually deliver a vision that the people, particularly in the eastern suburbs, got behind; a vision that actually looked at building an integrated transport plan that would allow us to deal with the massive growth that is going on there; a vision that dealt with the fact that a large percentage of our workers in that region are beginning to look towards fly in, fly out work and so want access to our air terminals; and a vision whereby we deal with the congestion on our roads by getting people out of cars and onto public transport.

Increasingly throughout my electorate I am getting complaints from constituents about the congestion that exists on our roads; they are seeing more and more cars. As I go into my electorate and doorknock, I see a growing number of vehicles parked in front of each house. Once upon a time it was the one-car family. Then it became the two-car family. We are now seeing three-car and four-car families quite regularly. There is an absolute reason for that, and it is that people need to get to places. They need to get to their workplace; they need to get to any place where they may enjoy a sporting activity or a social activity.

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Traditionally, up to a certain age children have been very reliant on their parents for transport, and beyond that they usually manage to find their own way. I know that I spent many an afternoon waiting for a bus or even walking to a train station to make my way. These days I think we are perhaps a little more reluctant to allow our children to walk the streets, so we tend to hold them a little closer to the home for a bit longer. Now, rather than letting them find their way on these inadequate public transport systems, we are seeing more and more vehicles getting out there. I firmly subscribe to the view that if we build it, they will come. I believe that if we had a decent public transport system, people would use it. I have travelled in cities where there are excellent public transport services.

**Mr P.T. Miles:** There are still cars.

**Mr A.J. WADDELL:** There are certainly cars, but in many cities in Europe where there are excellent public transport systems, many households have one car or less than one car. We are heading towards an overload of cars. There is a car culture in this era, and the car culture is a real problem. The car culture is moving towards the hoon problem. It comes up consistently. This morning I was in High Wycombe, speaking to the residents of Sorensen Road and watching car after car speed by—these overpowered V8s in the hands of young people. Why are we allowing that to occur? We simply accept the reality that they have to have vehicles because we do not provide them with an adequate alternative. So we asked, “What can we do? How can we get better services?” I have written to the Public Transport Authority and asked for additional services throughout my area, and I have been told that the demand is not there. Of course the demand is not there; everyone is in their car. People are choking the roads with their cars because they do not have a public transport system that they can rely upon. It really is an absolute case of build it and they will come. We cannot wait for the demand before we deliver the supply. We need to be looking at the new suburbs that are springing up. Before a single person moves into them, we need to schedule bus services into those suburbs. We would never allow a new suburb to spring up without making sure that it had access to sewerage, electricity and all the other necessities of life, yet we are quite happy to allow a new suburb to spring up without giving it another fundamental service, which is access to public transport.

The member for Jandakot put a sort of user-pays argument and said that if we were to continue expanding our public transport, non-users of public transport would be subsidising public transport. I think that is a somewhat naive point of view. The reality is that many non-users of the road are subsidising roads; non-users of hospitals are subsidising hospitals. We as a collective community accept that a certain level of infrastructure needs to be in place, and we all support that infrastructure. To take that to an extreme, we would have to turn every single road into a toll road, so that only those people who used that road would in fact benefit from it.

**Mr P.T. Miles:** That is your policy, though.

**Mr A.J. WADDELL:** That is not our policy. Our policy is certainly not for toll roads. It is an extreme position, and the reality is that we have to constantly pay for the construction of all these new roads. We cannot drive through any part of Perth without being obstructed by yet another crew constructing yet another road or digging up an existing road, re-covering it and then digging it up again and re-covering it! We cannot go anywhere without coming across that. I note for the record, whilst I have the floor, that most of that construction, gratefully, is paid for by the federal Labor government, not this state government.

Several members interjected.

**Mr A.J. WADDELL:** That construction is going on everywhere and that has a cost. It has a cost that I pay. It has a cost that the resident of Wattle Grove who is dying for decent public transport pays and they may never use that road. We accept that as a reality, but we could reduce this need for ongoing greater and more complex road networks if we had a better public transport network. I do not expect everyone will have a bus going past the front of their house. I do not expect a bus stop in front of everyone’s house or a train station in every single suburb, but we need to be a little more strategic. We need to be a little more strategic than this government in what it has delivered to the people in my electorate; we have been told not to expect anything until 2031. Let us do the maths: that is 19 years from now. We are not going to see anything happen in that area. In 19 years’ time, we might start the planning process. I remember the debates within the Labor Party about the Mandurah line. I remember being at the state conference in the 1980s when it was argued to put that on our policy platform. It takes a long time to build major infrastructure; the party is in government, it is out of government, it needs to do all the costings, the planning and the consultation. It takes a long time to build something like that.

[Member’s time extended.]

**Mr A.J. WADDELL:** I do not expect that I could go to the people of Forrestfield and say, “Hey! We’ll build a train line here next year”, because that is not a realistic proposition. They would not believe me if I told them that and I do not treat the people of my electorate like they are idiots, so I would not make a promise like that.

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But I will say—I am quite happy to stand here—that as long as I am in this Parliament, I will continue to fight to get that infrastructure in place. I will continue to lobby my colleagues and I will continue to push the debate forward so that we do get that. This is part of the long plan. This is part of what will see a decent public transport system delivered to the area of Forrestfield, not having to wait another 19 years until 2031, not having to wait for a planning process that kicks off by the time I am in retirement and half my electorate are seriously looking at their funeral plans. The shame of it is that there is a lot of goodwill in the area. I have been to a number of public transport forums at which the community has talked about what is needed in the area. People in the community have looked realistically at the various options, such as the prospect of light rail and feeder services, and they are, as I say, realistic people. They come down and say that they understand there is a cost associated with what they are asking for and they want something that is reasonable. We are not asking for the absolute A-class, taxi-in-everyone's-driveway service; the community wants to know that it can actually catch public transport.

One big initiative that has been a battleground is the Midland health campus. The Midland health campus will become the pre-eminent health service for my part of the city. It is about six kilometres from my office and probably about 10 kilometres from the far end of Forrestfield, and most people will probably expect to use that service when it is operating in 2015, if it is on schedule. Looking at the existing bus timetables, we would have to assume that we are going to build one whopping large car park at the Midland health campus, because we are not making any provision in the existing bus timetables to allow people to access the health campus. It is a sad fact of life that the majority of people who use hospitals are in the latter part of their life. It is a fact of life that the last six months of someone's life are the most expensive in terms of medical costs, and they therefore tend to lean on the service. It is also a sad fact of life that the people who are most likely to need medical treatment are those who are most likely unable to use a private vehicle. As our population ages, we see a greater incidence of people who live on their own and who do not necessarily have a partner or a spouse they can rely on for their transport needs. There will be those who rely on public transport—not necessarily for an emergency, because in an emergency people do whatever it takes, be it call a taxi, an ambulance or whatever—for something as simple as needing to see a consulting physician, having a cataract check or whatever it may be. We need to ensure that if we are directing everyone towards a particular area for their health needs, that we give them a vehicle by which to get there. We need to make sure that we start to think about our city in terms of our suburban hubs, that we bear in mind that we are driving traffic towards those areas where we are building services—such as Midland in my case—and therefore that we ensure the public transport network will allow people to get there easily. And that is not only during peak hours on Monday to Friday. We are increasingly moving towards a seven-day, 24-hour cycle, which means that we will need to be able to drive people to these facilities on Saturday and on Sunday. And that we will need to give some consideration to the fact that they may want to be there at nine o'clock at night. At present, we have a very Perth city-centric view of public transport. A great many of the routes that exist route directly through the city, which can of course lead to extremely lengthy bus and train trips and people having to wait in what can often be very uncomfortable circumstances for a vehicle to arrive in the winter months. That is, again, not something that we would like to be putting those who are trying to seek health services through.

I fully endorse the motion. I fully endorse the fact that we condemn this government for its lack of planning. It is not too late; it can still see the light of day, review its plans, look at where the growth in the city is actually occurring and put in appropriate facilities. I do not think that it will because, as I say, it is members on this side of the house who have the track record for building public transport. Those on the other side have no credibility in the area and that is an absolute fact underlined by the current program.

The final point that I would like to make about public transport is about the quality of the vehicles for those of us who are serviced on the hubs that operate out of Kalamunda. Kalamunda has no facility for gas and therefore the old diesel buses tend to be serviced out of there. The diesel buses are the older buses on our lines and as a consequence, again throughout the eastern suburbs, we are often given the substandard buses. I thought it quite amusing when the minister claimed that it was raining buses in Wanneroo, simply because not so long ago—probably six months ago—I put out a press release about how it was raining inside buses in High Wickham because we had buses that were leaking to the extent that people were literally erecting umbrellas to stay dry whilst on the bus. We need to put in a little effort to ensure that we do not continue to treat people in the eastern suburbs as second-class citizens. Give them the service they deserve, give them the routes that they need and treat them as equals. Then perhaps and only then will the government's credibility in the public transport area improve.

**MS L.L. BAKER (Maylands)** [6.33 pm]: I would like to make a few comments about the situation with public transport in Maylands. Of course, Maylands is an inner city electorate, so it does not experience some of the problems that members have heard described by —

**Mr P.T. Miles:** You have trains and buses.

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**Ms L.L. BAKER:** It is a bit like being in *The Muppet Show*, with the three hecklers who sit up the back and heckle.

**Mr T.R. Buswell:** There were two blokes and their names were Statler and Waldorf.

**Ms L.L. BAKER:** It would be really good to give them names.

**Mr T.R. Buswell:** I do not want to take up your time, member, but there was a time when the member for Albany and the member for Collie—Preston sat next to each other and they were dead ringers!

**Ms L.L. BAKER:** I am glad that the shoe is on the other foot at the moment, minister.

There are a number of issues in Maylands that the minister is very aware of because I seem to have quite a close letter-writing relationship with the minister's office, and most of it seems to be on the subject of public transport. One issue that we have is the state of repair of some of the buses in our electorates. A constituent recently told me that he had been carefully monitoring the buses, as some people tend to do when it is very important to them. This constituent is a more mature person who catches buses not at peak hour but a little out of peak hour. He has noticed that all the off-peak buses have very poor air conditioning. He said that they have to leave the windows open, so the older people in the bus almost get blown to the other side of the bus!

**Mr T.R. Buswell:** Member, I don't mean to be rude, but it is very difficult on a route bus in the city in summertime, with the doors opening and shutting all the time.

**Ms L.L. BAKER:** This constituent said that he had been keeping a close watch on these things over the past year or so. I think I wrote to the minister asking why we get the substandard buses.

**Mr T.R. Buswell:** What electorate did you say you were in?

**Ms L.L. BAKER:** I think the minister might know that!

Maylands has had a very well defined need for public transport. I must admit to some amazement, because the minister is not the most subtle person I have ever met; in fact, subtlety is not one of the major features of his repertoire. He seems to have applied a certain degree of subtlety to his interpretation of the comments of the Liberal candidate for Maylands when I was elected to Parliament. The minister would well know what she said, because he has tried to subtly twist what she said—it is in black and white. She said that Maylands needs at least double the number of parking bays at train stations. The minister has done a great job. I think there are 200 bays under construction, but they are not all there yet. When I doorknock, which I do every week, particularly around the train station, many people ask me whether I can do anything about the car parking at the train station. I assure them that some work is underway but that it will hardly double the number of bays. If the number of bays were to be doubled, as was indicated might be an expectation of a Liberal candidate if elected, there would be 700 bays.

**Mr T.R. Buswell:** Let's not forget that your shadow minister wants to spend \$17 billion on transport.

**Ms L.L. BAKER:** If half of that were spent in Maylands, I would be very happy. I do not know that half of it would be for Maylands, but I would be very happy about that.

It is not just the car parking bays. The minister would remember that the Mayor of the City of Bayswater communicated with him some time ago about security at train stations. I am not aware that any action has been taken to improve security on trains. I know that the minister has given reports about security on trains over the past few years. I do not see the results of that work in Maylands. One of the issues is that there is no turnstile at Maylands train station. I probably should not admit it, but Labor refurbished the train station and, quite frankly, we probably should have put in a turnstile.

**Mr T.R. Buswell:** That is an issue. On those heritage lines, that inability to have ticketed entry is a big issue.

**Ms L.L. BAKER:** Yes; it creates a lot of security issues.

**Mr T.R. Buswell:** When you talk to the security people at the PTA, they will tell you that that is a big issue. There is uncontrolled access to the platform.

**Ms L.L. BAKER:** That is correct. I know, because I spoke to the Nyoongar Patrol, that as recently as last month when work was being done to control the antisocial behaviour at Burswood station, a number of the kids who were stopped and diverted from causing problems at Burswood came through Maylands from Midland.

**Mr T.R. Buswell:** They come in and change at Claisebrook.

**Ms L.L. BAKER:** That is correct, and they jump on and then go out. What that has meant is that the car park of the Bayswater Hotel has now become a meeting spot for these kids. The minister and I both know that these kids should not be there. They should be under parental protection and guidance somewhere. But they are not. They

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are causing problems. They know that there is no turnstile at Bayswater and that they are not going to be nabbed, so they just jump off the train there and go and drink alcohol in the car park and cause problems.

**Mr T.R. Buswell:** In Oats Street on the Armadale line there are big issues.

**Ms L.L. BAKER:** Yes. I again stress that I understand the complexities of turnstiles. However, it is not enough to have excuses, excuses, excuses. The antisocial behaviour will get worse, I am sure, over time. I admit it goes in cycles. But, as the minister knows, when it peaks, we all hear about it. I hear about it on a regular basis. So I would certainly appreciate it if the minister would give more considered attention to whether or not —

**Mr T.R. Buswell:** Member, there is a broader issue here, because what happens is—I am sorry to interrupt on your time—the train services from Perth basically take people out of the city, potentially, or from other spots, to points of confluence in the suburbs, where they are harder to supervise and control. I agree with what you are saying.

**Ms L.L. BAKER:** Yes, and we have experienced that in Maylands, as the minister knows as well.

The minister is well aware of the overcrowding on the trains, and we have talked many times about the fact that there is not enough of a commitment to increase the rolling stock on the Midland line. I think the minister is aiming at an acceptable passenger load of 98 per cent in peak hour. Several months ago, I caught a train during peak hour. I was not joking when I said in my address-in-reply speech that we actually have to push people onto the train. We do. This is serious.

**Mr T.R. Buswell:** There is a probability, member, that when some of the new B-series trains come on—because out of the three-carriage sets, six will go on the north–south line—there will still be a few of the old A-series that will flow across. The Midland line is in need of those extra carriages.

**Ms L.L. BAKER:** It most definitely is. But from looking at the figures that the minister has provided so far, there is no indication that that peak hour will be a beneficiary of those extra carriages. So it is a matter of concern which my constituents talk to me about a lot.

Another issue that has come up only recently around public transport—again, I think it is probably more a long-term issue in some respects—is elevators or lifts at train stations. There is, I believe, a lift at Bassendean station between two floors. That is a very innovative development that I believe WA Labor constructed. But there is no lift at Maylands station, and there are no turnstiles, and we need both of those, particularly with an ageing population. My constituent who raised that issue is going to do a bit more investigation to see how many locals would welcome that kind of service.

The minister is familiar with the Morley Park ‘n’ Ride situation. I have a copy of a letter that the minister sent to Hon Ken Travers, in fact, whose name the minister does mention quite often in this place —

**Mr T.R. Buswell:** And probably will again tomorrow!

**Ms L.L. BAKER:** I am sure the minister might—to give all the arguments for why Morley bus station is not a Park ‘n’ Ride. My advice from the City of Bayswater is that it was originally planned to be a Park ‘n’ Ride, and I am seeking some further clarification from the City of Bayswater and documents around that. That was the original intention. The problem in the City of Bayswater is that the Morley precinct plan allows for middle-rise development. In fact, they are looking for three, four and six-storey middle-rise for residential areas. At the moment, every day some 10 000 workers go to Morley Galleria and some 15 000 people travel to the Bayswater light industrial area, both of which would be fed from that terminus.

Also, the number of people coming from the metropolitan area, particularly from the north east, parking in and around that area and seeking to use bus services into the city is increasing. Although the minister has provided a range of arguments about why he does not intend to put a Park ‘n’ Ride there, the plain facts of the matter are that if we do not do something to address what is happening in Morley, there will be a growing problem. John Forrest Secondary College is at the end of Russell Street where the Morley bus terminal is located. There really is a need to look at that whole area again and to talk to the City of Bayswater about its plans. Hopefully the minister can bring the two parties together and go a little further than being stonewalled.

On a more high-level issue about the plans that the minister has put out in the 2013 plan for developing the network —

**Mr T.R. Buswell:** It is 2031.

**Ms L.L. BAKER:** My apologies. There are some excellent ideas but it seems to me that none of us will ever be around to see them. We need a railway connection to Perth Airport. I know these things are not built overnight—I absolutely know that—but Perth Airport has been in place for a long time. Bayswater train station has also been there for quite some time. I am sure some time ago someone had the imagination required to link the two.

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**Mr T.R. Buswell:** It is a matter in hand.

**Ms L.L. BAKER:** It will be nice to have it constructed. The Department of Transport document entitled “Public Transport Plan for Perth 2031” states —

A railway connection to Perth Airport will be required by around 2031.

Anybody who has been to Perth Airport knows it is required now. It would be nice to catch a train out of Perth Airport.

**Mr T.R. Buswell:** Why do you say that, member?

**Ms L.L. BAKER:** Having been stuck at the airport looking for taxis, and the redevelopment of the airport is fantastic —

**Mr T.R. Buswell:** Is there a railway line to Tullamarine?

**Ms L.L. BAKER:** There is a lot of public transport in and out. Most major cities in the world have an —

**Mr T.R. Buswell:** Does Tullamarine?

**Ms L.L. BAKER:** Travelling in and out of Heathrow, New York, Washington—most major cities have rail ports to the airport. I agree that Tullamarine does not. It always seems a bit out in the desert—disconnected.

**Mr T.R. Buswell:** We are working on the route definition so that we can engage with Westralia Airports Corporation.

**Ms L.L. BAKER:** What I would encourage the minister to do, if at all possible, is follow the Premier’s suggestion to perhaps do it in 2013, not 2031.

**Mr T.R. Buswell:** Member, 2013 is next year. I can guarantee 100 per cent it will not happen in 2013!

**Ms L.L. BAKER:** We must let the Premier know, because I think he is on the record somewhere saying that he thought we should be building it a little earlier. I agree with him.

**Mr T.R. Buswell:** That is good for me! I am happy to follow that up for the member if she can prove that.

**Ms L.L. BAKER:** I will look for it. I think it was printed in the paper.

**Mr T.R. Buswell:** Well, 2031 and 2013 are the same numerals just in a slightly different order.

**Ms L.L. BAKER:** Does the minister think he might have got them mixed up?

**Mr T.R. Buswell:** I would never say that!

**Ms L.L. BAKER:** I prefer to go with 2013; it is a far more sensible plan.

In relation to the Perth public transport network plan, I personally think that light rail would be a very positive step forward.

**Mr T.R. Buswell:** I am flat out on it!

**Ms L.L. BAKER:** It would be really good if it was not down the Mirrabooka side of the world, although I am sure my colleague from Nollamara would be a bit cranky about that. It would be really helpful to look at improving the flow through my electorate if there was —

**Mr T.R. Buswell:** Member, we are doing a lot of work at the moment in Beaufort Street as well.

**Ms L.L. BAKER:** Whereabouts in Beaufort Street?

**Mr T.R. Buswell:** Right down. We are in ongoing discussions with the City of Stirling and the City of Vincent about what we can do to extend the bus lanes along Beaufort Street. Beaufort Street has one of the highest frequencies of buses. We can get them down to Brisbane Street. We are now doing some work about how we get from Brisbane Street into the city.

**Ms L.L. BAKER:** The bus lane is an ongoing thorn in the side of residents in my electorate up around Beaufort Street, with the way it goes at the moment. The City of Stirling also needs to look at the plan for the redevelopment of that section of Inglewood and Beaufort Street.

**Mr T.R. Buswell:** Yes—up past Central Avenue.

**Ms L.L. BAKER:** Yes; it should be with a real view to establishing the kind of Mt Lawley feel and vibe—in the same way that the City of Bayswater has done good work in Maylands in developing that area. It would be really effective.

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**Mr T.R. Buswell:** Initially, the local governments were a little divergent but they have been really good recently. In the not-too-distant future we will have some good outcomes.

**Ms L.L. BAKER:** Yes, and I speak to the city councillors about this quite often. I know that they would like to look at a better plan but it is a long-term plan.

**Mr T.R. Buswell:** I think we'll be doing something about the bus lane in the short term.

**Ms L.L. BAKER:** Can the minister not do the same thing that we have at the moment, because it does not work that well? I am sure the City of Stirling councillors the minister is discussing this with would have let him in on that message as well.

**Mr T.R. Buswell:** There is one councillor who does not think it works that well.

**Ms L.L. BAKER:** I hear from the ward councillors who live in that neck of the woods. They were concerned about the bus lane and how it works. There are other problems relating to access due to pedestrian crossings and the like. Getting people from one side of the suburb to the other is not easy. Central Avenue is a point that would take people from my electorate to Guildford Road. How that connects through and how it runs across and allows traffic to flow into the city also needs to be looked at.

Finally, I wish to say that I write to the minister an awful lot. He is always very pleasant about saying "No, go away". But when I sit here and listen to the Muppets on the other side heckle and talk about the great work that the minister has been doing with them, I must admit that sitting in opposition has real downsides to it.

**Mr T.R. Buswell:** It does, member. I am sorry about that but there are some things I just cannot change.

**Ms L.L. BAKER:** I would like the minister to give this issue fair and equitable consideration because some of these deficiencies are costing lives in my electorate.

**Mr P. PAPALIA (Warnbro)** [6.52 pm]: Not being one to shy away from condemning the government, I take great pleasure in rising this evening to join the debate and bring to the attention of the minister yet again the challenges associated with the development that his government is undertaking and that he as the Minister for Housing is driving in Golden Bay.

**Mr J.M. Francis:** Minister for Transport.

**Mr P. PAPALIA:** No, he is driving a housing development in Golden Bay which brings with it a natural demand for public transport. In fact, as the minister fully understands, public transport should be provided prior to cramming an additional 4 500 people into the suburb.

**Mr T.R. Buswell:** I don't think that's going to happen.

**Mr P. PAPALIA:** The minister is not sure that that will happen. Perhaps he might like to give me something more specific.

**Mr T.R. Buswell:** It won't happen.

**Mr P. PAPALIA:** The minister is saying that he will go ahead and cram in an additional 4 500 people at a minimum—I suggest it will probably be more than that —

**Mr T.R. Buswell:** What have you got against affordable housing options?

**Mr P. PAPALIA:** The local residents believe that the minister is cramming them in because the ratio of social housing and the density of housing and the natural amenity of the development that the minister is proposing is inconsistent —

**Mr T.R. Buswell:** Hold the bus. Let me ask you a question. You said the ratio of social housing is too high.

**Mr P. PAPALIA:** I did not say that. I was about to conclude the sentence. I was going to say —

**Mr T.R. Buswell:** You don't like social housing.

**The ACTING SPEAKER:** Minister!

**Mr P. PAPALIA:** The density of housing and the ratio of social housing are considered by the people who reside in surrounding suburbs to be inconsistent with the public amenity of that area. They feel that the minister is —

**Mr T.R. Buswell:** What are you trying to say—you don't like social housing for people in your electorate?

**Mr P. PAPALIA:** I did not say that. If those additional people are going to be crammed in there with little or no backyards for children to play in, with no additional recreational facilities in the entire development beyond the 10 per cent public open space, which already exists, I would like the minister to provide the appropriate services

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that he knows are necessary to avoid dysfunction in the community. If the minister is going to cram that many people into such a confined space and not allow adequate recreational facilities in their residence —

**Mr T.R. Buswell:** Lark Hill.

**Mr P. PAPALIA:** Exactly. The minister should build the Aussie Rules grounds at Lark Hill, as I have asked him. How many times have I asked the minister to do that?

**The ACTING SPEAKER:** The motion is about public transport. I know you are heading there, but I think you have limited time and you might want to get some other points in.

**Mr P. PAPALIA:** I appreciate your guidance, Madam Acting Speaker. I will return to the fact that public transport is an integral component of proper services, like recreational facilities, police stations and a school at Golden Bay. We need some indication there is planning underway to deal with the greatly enhanced young population that is going to be put in there.

**Mr T.R. Buswell:** How do you know the population will be young? We might fill it up with old folk.

**Mr P. PAPALIA:** How is the minister going to guarantee that old folk go there? The minister is not making it an old people's home—it is the Golden Bay housing development! Unless he is going to pass some law or he is going to sell it to the Bethanie group or someone, the minister knows he cannot guarantee it is only old folk.

**Mr T.R. Buswell:** I could, but for you I am not going to. You are a snob! That is what you are!

**Mr P. PAPALIA:** The minister knows there is a need to avoid the social dysfunction that —

**Mr T.R. Buswell:** You don't want low-income people living near the beach; you are a snob—a Burekup snob.

**Mr P. PAPALIA:** I want the people who live there now and the people who will live there in the future under the minister's plan to be provided with the appropriate and necessary public services they require —

**Mr T.R. Buswell:** They will be.

**Mr P. PAPALIA:** — like police stations and recreational facilities at Lark Hill for the Secret Harbour Dockers Football Club.

**Mr T.R. Buswell:** They will not have a police station, I can tell you right now.

**Mr R.F. Johnson:** You don't have a police station in every suburb, for goodness sake!

**Mr P. PAPALIA:** I do not want one in every suburb. I want one halfway between the Mandurah and Rockingham police hubs.

**Mr T.R. Buswell:** Put it in your election commitment!

**Mr R.F. Johnson** interjected.

**Mr P. PAPALIA:** Can we have one minister interjecting at a time, please, so that Hansard can record what they are going to say to embarrass themselves? I welcome the police minister's confirmation that he does not think the people who live between Rockingham and Mandurah police hubs require a police station that will provide more adequate services.

**Mr T.R. Buswell:** Not at this stage.

**Mr P. PAPALIA:** I am asking the police minister! I would welcome his interjection.

**Mr R.F. Johnson:** I would love to have this discussion with you, but time is marching on. I certainly believe that when and where we need police stations, they are predominantly going to be police hubs because that is the policing of the future. You do not have a place station in every suburb, because all you do is waste a lot of time with officers sitting behind desks doing clerical work. I want officers out on the beat.

**Mr P. PAPALIA:** If the Minister for Police is incapable of giving any sort of indication to the people who live in the suburbs of Warnbro, Port Kennedy, Secret Harbour, Golden Bay, Singleton, Karnup, Baldivis and Settlers Hill of whether or not he is going to provide them with better and more appropriate policing services in the form of a police station halfway between those hubs, then I would ask the minister not to interject any further and I seek interjections from the transport minister.

**The ACTING SPEAKER:** Member for Warnbro, I would suggest that you do not send your comments over there then.

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**Mr P. PAPALIA:** I appreciate that guidance, Madam Acting Speaker. The minister knows there is a requirement for a train station between Mandurah station and Warnbro station. Unlike most of the wish lists that we have heard in the course of this debate —

**Mr T.R. Buswell:** From your colleagues?

**Mr P. PAPALIA:** From my colleagues and yours.

**Mr T.R. Buswell:** Mine have all been delivered on.

**Mr P. PAPALIA:** I do not think so; if the minister canvassed them, I do not think they have everything they want. What I would say to the minister is that unlike some of the proposals—worthy though they are—the minister knows a substantial argument has been put to him by his own departments, both Transport and Housing, for a train station at Karnup, Paganoni Road, halfway between Warnbro and Mandurah stations. This will provide a service to assist with not only a transport-orientated development, which has always been in the plan Directions 2031, but also to service that future development at Keralup —

**Mr T.R. Buswell:** Beautiful spot! You get that in the ALP campaign!

**Mr P. PAPALIA:** — and more importantly and more immediately, minister, to service the suburbs on the western side of that Mandurah road, and the railway line, that are already there and are growing rapidly as a result of the minister's intention to forge ahead, despite the concerns of the community about whether the minister will properly service the development.

**Mr T.R. Buswell:** It will be.

**Mr P. PAPALIA:** Give us an indication, minister, that it is your intention to provide the services that will be needed. If the minister is going to build social housing there to the extent he is, I welcome it.

**Mr T.R. Buswell:** What extent is that?

**Mr P. PAPALIA:** I welcome it if it is provided with adequate services. How will people get anywhere from the beachside suburb of Golden Bay?

**Mr T.R. Buswell:** Let me ask you this: why is social housing —

**Mr P. PAPALIA:** Is the minister hoping that people who reside there will have a job? Where are the jobs in Golden Bay? Where are the jobs in Secret Harbour and Singleton?

**Mr T.R. Buswell:** Who's talking about social housing? It is affordable housing.

**Mr P. PAPALIA:** The minister is talking about one-in-nine social housing.

**Mr T.R. Buswell:** It is an affordable housing development.

**Mr P. PAPALIA:** That is a different matter, as the minister knows full well. It is affordable housing, but beyond that there is also social housing. The ratio of social housing will be one in nine residents.

**Mr T.R. Buswell:** Who said that?

**Mr P. PAPALIA:** The minister did.

**Mr T.R. Buswell:** When?

**Mr P. PAPALIA:** The minister's representative at a couple of public meetings.

Debate adjourned, pursuant to standing orders.

*House adjourned at 7.00 pm*