

**APPROPRIATION (CONSOLIDATED ACCOUNT) CAPITAL 2014–15 BILL 2014**

*Third Reading*

Resumed from 18 June.

**MS M.M. QUIRK (Girrawheen)** [7.02 pm]: There are a number of items of capital expenditure relating to my electorate that I want to address this evening in this third reading debate on the Appropriation (Consolidated Account) Capital 2014–15 Bill 2014. The first of these relates to the commitment in this year's budget to build a new primary school in east Landsdale. It is a very welcome announcement. The Minister for Education has committed that the school will be ready for the 2017 school year. I have spoken in this place for some years about the fact that the surrounding primary schools are already at capacity and that even moderate growth in the coming years would present some challenges and lead to overcrowding. In Landsdale there is a significant development, not only planned, but in progress. Out of the several sites that the Department of Education had to choose from it was thought that the school would be located in the southern section of Landsdale, but it was in fact announced that will be in the east. This will, of course, cater for the growing number of families in the Stockland Corimbia development. However, the site chosen is on a busy main road and the road at that point is slightly sloped, making visibility less than optimal. I have written to the minister to advise him that there are currently few or no footpaths in the area and vehicle access to and egress from the school could be dangerous. The minister has advised me that road and footpath infrastructure will be undertaken by the developers. As members are aware, the education department is able to proceed with such projects without planning approval from the local government authority and it is necessary that the education department be proactive to coordinate such things as footpaths when someone else is perceived as being responsible for them. Getting access right will take some expertise and serious consideration, and I have requested that the minister's department contact the City of Wanneroo sooner rather than later so that coordination can take place at the earliest possible time. I think this is crucial given the short time for completion. On top of this, I understand that it is intended that the school's recreation area will be shared with the community as a public open space. The City of Wanneroo has purchased adjoining land for this purpose and I think this arrangement presents some interesting security issues, especially with the school's proximity to the main road. This part of Landsdale is a native public open space and I commend the City of Wanneroo for this initiative, but again, there will need to be seamless coordination to ensure that the development of this public open space will be ready to coincide with the opening of the school.

While on education, I note with considerable concern that the closure of certain high schools in the northern suburbs is under consideration by the minister. Two mentioned were in my electorate, Girrawheen Senior High School and Warwick Senior High School. I have written to the minister seeking assurances that this will not occur at Warwick and Girrawheen. The number of enrolments alone should not be the sole criteria for closure. I am not a teacher, but I know enough to understand that the effectiveness and pedagogic value of schools relies on a complex combination of factors, both qualitative and quantitative, and using such a crude instrument as the number of enrolments alone is highly problematic. I look forward to the minister's unqualified assurances in the not-too-distant future that both outstanding schools will remain open for the foreseeable future.

Even closer to home for the Minister for Education is the plight of East Hamersley Primary School, which is literally a few hundred metres from his electorate office. After numerous representations since 2012, late last year the school was finally placed on the Department of Education's re-roofing program in late 2013. In the meantime, thousands of dollars have been spent patching it up; however, the safety of students, teachers and school personnel is now severely compromised by the state of the roofing. Moreover, educational outcomes are also suffering. Problems include water leaking down the walls into power sockets; water leaking into heaters and telephone systems and shorting them out; water leaking behind interactive whiteboards; damage to electrical equipment; and water leaking onto computers, desks and resources in the classrooms requiring teachers to rearrange furniture and move students into sectioned areas of the classroom and leading to a loss of resources. I am told the art room resembles a swimming pool on occasions, with the floor hazardous to walk on. Classes have been disrupted and it has been described as an accident waiting to happen, making the room unusable for years 1 to 7. I understand there is a funding freeze in place, but this level of disruption to the school and to basic safety standards must be addressed as a matter of urgency.

I also note in the budget the commitment to undertake certain works on Reid Highway. These include Reid Highway–Malaga Drive, which is a notorious intersection, but also the widening of the highway between Erindale and Duffy Roads. This borders on the southern boundary of my electorate and my constituents in Hamersley in particular will be frequent users of this portion of Reid Highway. It is invariably congested and vehicles travelling east to west confront a portion of highway merging into a single lane; it is a weak link in the road system. The Minister for Transport has kindly advised me that tenders have not yet been let and it is his current intention that Malaga Drive overpass will be completed before the Erindale–Duffy section commences. I

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am pleased, however, that he has undertaken to consider that if the final tenders permit, the works may be done concurrently. He expects the Erindale–Duffy portion to cost in the vicinity of \$38 million. I will watch the progress with interest. Of course, it is the second best option for Reid Highway. Under Labor’s Metronet plan the train would have run down Reid Highway with a station at Hamersley.

While on public transport I need to say that there is a major disconnect between development in the north eastern section of my electorate and public transport. There is a myth that just because someone lives in the northern suburbs they are close to and can readily access the northern suburbs railway. The eastern section of my electorate at Landsdale is over 12.5 kilometres from Greenwood station and even further to Warwick Station. Public transport east–west is mediocre at best and non-existent at worst. There is a need to extend the 450 bus route east to service the Corimbia estate. Likewise, the many seniors who live in Darch and Madeley would like a slight variation to the 352 route to pass closer to the Kingsway shopping centre, which is the major shopping centre in the area.

The next issue in this context is the lack of parking for seniors at railway stations. Although seniors are grateful to have free travel between 9.00 am and 3.30 pm, the reality is that by this time there are few car parks set aside for seniors and short-term trips; I think there are about 300 system-wide and they are well and truly taken by that hour. This tends to make free travel an illusory goal for many. Of course, we also know that from 1 July seniors will be paying a \$2 parking fee, adding to the already mounting burden of taxes and charges that seniors are collapsing under. And of course, there is the toll of traffic congestion on individuals and families, which makes greater spending on transport infrastructure a necessity. A recent study undertaken by the Committee for Perth, which has already been discussed today, noted —

Commuting times in Perth are getting longer. If you live in Perth’s outer suburbs you can now expect to spend an hour each way, or more, commuting to work in the CBD. That’s 19 full days every year spent getting to work.

...

It is now estimated that 60% of Perth’s growth is occurring in areas located more than 20kms from the Perth CBD and Perth’s ten largest growing suburbs are located more than 33km from the CBD. These suburbs alone have become home to nearly 120,000 additional residents since 2001.

In addition, congestion delays in metropolitan Perth have grown and it’s now the second most congested region in Australia, with congestion adding 31 minutes delay for every one hour peak period commute. Peak journey delays in Perth are longer than in much larger global centres like New York (30 minutes) and Chicago (29 minutes).

...

In addition, most people in Perth still travel to work during peak periods, just 12% of Perth commuters work after 6pm, and only 24% ever work from home—low proportions by international standards.

It is also apparent that while Perth’s public transport infrastructure has been substantially improved over the past three decades, and the proportion of people who travel to work by public transport has increased, the region still lags behind most other major Australian cities in public transport use.

...

For all journeys, Perth has the second lowest percentage public transport use of all capitals, with 6.8%, compared to 15.1% in Sydney, 11.6% in Melbourne, 9.8% in Brisbane and 6.4% in Adelaide.

...

Ultimately this is likely to result in more people in Perth spending more time sitting in their cars—something that could have major costs, not the least of which could be impacts on community health and well-being.

...

In 2011 the IBM Commuter Pain Index found that 71% of Perth commuters have experienced travel stress; 28% of Perth drivers believe that traffic has negatively affected their health and 26% believe that traffic has negatively affected their performance at work or school.

It is well known that the long-term activation of the stress-response system can disrupt almost all human body processes. This puts people at an increased risk of numerous health problems, from anxiety and depression to heart disease, sleep problems and weight gain.

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Long periods of time spent commuting not only impacts on physical health, it can seriously affect mental health and wellbeing. Internationally there is substantial evidence linking commutes to a greater risk of depression and anxiety as well as reduced life satisfaction and family and relationship problems.

...

These findings are further verified by the conclusions of a 2010 survey by the Gallup-Healthways Well-Being Index which found that 40% of employees who spend more than 90 minutes getting home from work experienced worry for much of the previous day. That number falls to 28% for those with commutes of 10 minutes or less. It also found that workers with very long commutes feel less rested and experience less enjoyment.

However UK research suggests that it is women whose mental health is most affected—a sensitivity to commuting which seems to be a result of the larger responsibility that women have for day-to-day household tasks, including childcare and housework.

In this context, there is also evidence that time spent commuting can impact on families and relationships due to the amount of time it potentially takes away from family activities. For example according to the findings of research in Sweden, if one partner commutes for 45 minutes or more each way you are 40% more likely to divorce.

On another health-related issue, another dental chair at Warwick Dental Clinic is well overdue. The growing burden of the cost of living for many is making dental care inaccessible. I recently asked the Minister for Health a question on notice about the current waiting list. He advised —

Dental Health Service has daily emergency clinics at all General Dental Clinic locations for people requiring urgent treatment.

- (1) As at 30 April 2014 there were 942 people on the Warwick Government Dental Clinic (GDC) waiting list.
- (2) As at 30 April 2014 the average waiting time to receive treatment at the Warwick GDC is 7.3 months.

Emergency or urgent treatment has a very narrow definition, which excludes what most of us would regard as compelling grounds to visit the dentist. Although I appreciate the many calls on the health budget, oral status is an important component of overall health and should be monitored for intervention.

The next issue relates to public and affordable housing, which has been a significant one in Girrawheen. When Hainsworth Primary School closed in 2010, there were, of course, mixed feelings in the local community. They experienced loss of a well-loved piece of community infrastructure with history associated with generations having gone to school there. But there was the consoling thought that the site would be renewed by the construction of affordable housing. This would enable first home buyers and those who grew up in the area to remain in the area near to extended families, or possibly a seniors complex so that seniors downsizing could stay close to their families. There was also the hope that something innovative could be created, which would be at the cutting edge, serving as an example for developments in other locations. Alas, the structure plan has only just been submitted to the City of Wanneroo. The project has been presided over by Minister Marmion, then Minister Buswell, then Minister Redman and back to Minister Marmion but not much further advanced insofar as I can discern. The fact that the site has lain idle for so long creates an unsightly place for the neighbours and a lack of amenity. It has proved to be a locale for antisocial behaviour and squatters. Given that the department intends to retain only a few houses and sell the others to private owners, I am at a loss as to why it has not progressed faster. Ultimately, the department will profit from the project. This inertia is at odds with the government's stated commitment to affordable housing. I wrote to the City of Wanneroo about the matter and was advised the following —

- LSP was advertised for public comment from 28 January 2014 to 11 March 2014;
- Since that time the City has been in discussions with the applicant regarding modification of the draft Structure Plan to address the comments received during advertising;
- It is anticipated that the Draft Structure Plan will be presented to Council in the coming months for determination.

There is some progress but it is interminably slow. The development of another primary school site in my electorate, Blackmore Primary School, is somewhat faster. I think that is because LandCorp has undertaken this

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development. A Western Australian Planning Commission endorsement, subject to modifications, was sent to the City of Wanneroo on 13 March. Changes were made to the local structure plan documents by the applicant and a final version of the local structure plan, including all planning commission modifications, was received in late March. The documents have progressed and now require signing by the mayor and the chief executive officer. I anticipate that that will happen shortly. Once the structure plan is completed, the landowner will be able to submit applications for the development of the site. Again, the government is hastening slowly on both of these development sites. My electorate is less than 20 kilometres from the city. I know that with lots and houses going on sale at much greater distance from the CBD, there is much anticipation of these lots becoming available.

The expectations of my constituents are not unreasonable. They are not taken in by the costly vanity projects of the Premier. The bread and circuses of the emperor do not impress. They want access to things that other parts of Perth take for granted, including: accessible and regular public transport; schools that are not crowded, in need of maintenance or facing the uncertain possibility of closure; affordable housing options; and road infrastructure that is responsive to the vast growth in the distant north, thereby exacerbating congestion with all its attendant negative health and delay impacts that I have described. This budget fails to deliver on basic and fundamental needs for many Western Australians and is stark evidence of the government's misplaced priorities.

**MR P.B. WATSON (Albany)** [7.20 pm]: It gives me great pleasure to speak on the third reading of the Appropriation (Consolidated Account) Capital 2014–15 Bill 2014. I would like to discuss the Bunbury to Albany gas pipeline, for which the budget papers include a little bit of money. The Bunbury to Albany gas pipeline was promised during the last two election campaigns, yet still nothing has happened. I want to remind members about a ministerial media statement by Hon Colin Barnett and Hon Brendon Grylls, released on Monday, 29 October 2012, which states —

The State Government has selected a preferred corridor and operational model for a natural gas pipeline from Bunbury to Albany.

Premier and State Development Minister Colin Barnett and Regional Development Minister Brendon Grylls today announced the Bunbury to Albany gas pipeline would service Manjimup and towns along the corridor, including Donnybrook, Bridgetown and Mount Barker.

“The Bunbury to Albany gas pipeline will deliver secure, reliable and safe energy to support future economic and population growth in the South-West and Great Southern regions,” ...

“As well as making reticulated natural gas schemes possible for householders along the pipeline route, it will create new opportunities for existing industries and attract new investment.”

The Premier said the pipeline would be designed, built and operated by a private sector proponent. The State Government, through Verve Energy, would retain an interest in the project in conjunction with the successful proponent.

Expressions of interest from qualified companies will be called in early to mid-November.

The successful proponent would identify an easement up to 50m wide within the corridor and be responsible for consulting and negotiating with landholders and communities, and for obtaining relevant environmental, Native Title and planning approvals.

The pipeline will have minimal impact on the environment and private land use. Although the area will be protected under the Dampier to Bunbury Gas Pipeline legislation ...

Mr Grylls said the pipeline would be built with capacity for further expansion to accommodate future gas requirements, including lateral pipelines to other regional centres such as Katanning, one of the initial nine Western Australian towns ... under the Regional Centres Development Plan ...

...

The Premier said the Government would co-fund the project through a mix of ... capital and an ongoing subsidy. The cost of the project, and the extent of the Government's financial contribution, would be determined as part of the tender process but early estimates were for a capital cost of \$135million, inclusive of construction, reticulation and conversion of existing appliances.

**Fact File**

- **Bunbury to Albany gas pipeline will be about 350km long**

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- **Preferred route would service more than 100,000 South-West and Gt Southern residents**
- **Preferred owner/operator to be selected by mid-2013.**

What is the date today?

**Mr W.J. Johnston:** 2014.

**Mr P.B. WATSON:** Yes, it is 2014. The media statement comes probably five years after the gas pipeline was originally promised during the previous election campaign. The press release continues —

**State Development will manage tendering process and work with departments, including Regional Development and Lands; and Environment and Conservation**

The great press release that I have just read out is dated Monday, 29 October 2012. It says that everything is up and running, that there is going to be a gas pipeline between Bunbury and Albany and that everything is going to be done. What has happened? The Premier's media statement was released in October 2014, and in a few months' time it will be three years —

**Mr J.E. McGrath:** Two years!

**Mr P.B. WATSON:** No, this was written in 2012.

**Mr J.E. McGrath:** And that is only two years.

**Mr P.B. WATSON:** It was promised in 2008. I can go back that far, member for South Perth.

**Mr J.E. McGrath:** I was just telling you that you were getting your maths wrong.

**Mr P.B. WATSON:** My maths is wrong?

I would like to table a sign, which I have tabled before and which states —

Trevor Cosh and the Liberals will build the gas pipeline to Albany  
LABOR WON'T!

I would like to table that and the Premier's press release for the rest of today's sitting.

[The paper was tabled for the information of members.]

**Mr P.B. WATSON:** My very good colleague the member for Cannington got me the information about some of the money spent by GHD Pty Ltd from June to August 2013. It shows that \$158 889.29 was spent, but we do not know what it was spent on.

**Mr W.J. Johnston:** I did an FOI for that and they said that I cannot have the document because it is part of getting ready for the bid.

**Mr J.E. McGrath:** It is the progress, yes.

**Mr P.B. WATSON:** I see! So \$158 889.29 of taxpayers' money is being spent on the ghost pipeline to Albany. All this time, all this money, and what have we got?

**Mr P. Papalia:** Bills.

**Mr P.B. WATSON:** Nothing was happening, but then the Premier came down just before the election, all pumped up and ready to go, and said, "We are also going to have a gas-fired power station there, just add the little bit to bring it down." I asked the Premier during the budget estimates where is the gas-fired pipeline, and he said, "No, that is just something that we thought of during the election campaign." What is that? Is it just another one of Colin's thought bubbles—sorry, no, I should show the proper respect—the Premier's thought bubbles; and members talk about credibility! A pipeline could be good for Albany and the regions, and the Premier went to an election and guaranteed a gas pipeline, yet when Labor was in government, it spoke to Alinta and to quite a few people and they said that the government is going to have to pay too much money to subsidise this. But, no, Labor was shouted down by the now Premier at the election before last, saying, "No, no; we have got everything done." When the Premier came to Albany only recently, he said on ABC radio, "No, no; we have spent so much money in Albany at the moment so we don't have any left to spend on the gas pipeline. We spent it all on the —

**Mr J.E. McGrath:** The hospital.

**Mr P.B. WATSON:** No, the hospital was before the last election. The member for South Perth cannot get away with that forever. He has to finish before the election. The member for South Perth still could not knock me off, so he should not bring that up again—and most people reckon I got it anyway, so he should not worry about that.

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Now I have lost my train of thought, and members know what happens with trains in this place—they disappear.

**Mr D.A. TEMPLEMAN:** Mr Acting Speaker, I draw your attention to the state of the house.

[Quorum formed.]

**Dr K.D. Hames:** Member for Albany—I'm going!

**Mr P.B. WATSON:** The Minister for Health can come back a bit later and I will have a few words for him, too.

The Premier came down to Albany recently and spoke to our great radio commentator John Cecil, who rightly asked the question: what has happened to the gas pipeline? The Premier, in all his glory, said, "Oh no, we have spent so much money in Albany on the Anzac commemoration, so we can't do it." My estimation is that the federal government gave about 70 per cent more than the state government. To anybody in Albany who asks me what contribution the state government made to the Anzac commemorations, I say that it promised the world and gave us an atlas. That is what most people in Albany think. It is an absolute disgrace. It is a 100-year commemoration, something that will come up only once in our lifetimes, yet the government has cut down the size of the interpretive centre which was supposed to be funded by the federal government. We were supposed to have 15 ships come to Albany for the sail through. What is going to happen? I think we got three or maybe four. Albany therefore had this once-in-a-lifetime opportunity to get on the map. However, from there I will go on to two other issues that follow on from that.

The former Esplanade Hotel was knocked down under the previous government. I am not blaming anyone for what happened at the time it was knocked down. The City of Albany probably sat on its hands. The state government sat on its hands. However, since it was knocked down, it has become the most expensive sandpit in the world. With all the people visiting Albany from overseas and interstate, there was a great opportunity to have that hotel built. Through mismanagement at all levels of government, what we have there now is a sandpit. One of the local groups will go in there before the commemorations in November and clean and tidy it up and put flowers in there. If people went anywhere else in the world, for instance Singapore, and said, "Look, we're going to knock down this hotel in your best tourism place" what would happen? They would be thrown in jail! But what has happened in Albany? The people who bought the Esplanade Hotel demolished it. There are all sorts of stories about the money to buy it coming from the Cayman Islands, and we have had the federal police looking at it and all those sorts of things, but still there is no hotel there. Some say that people do not build hotels in regional areas, but we had a hotel there that had an occupancy rate of between 75 and 80 per cent, and it was just knocked down over a couple of days. We had a beautiful hotel that Paul Terry came into Albany and built. I know that some of the older members of the chamber have stayed there. It was a magnificent hotel. When Paul built it, it looked like it had been there for 10 or 15 years. It did not look like something new that was whacked in there. He built it and he had all the flow-on with the little building next door where he had all his cars. It was a terribly tragedy for Albany when Paul was killed in Hawaii in a helicopter accident. Since then, his wife sold all her assets. I am sure that if Paul were alive today, he would have a really thriving hotel there. Unfortunately, carpetbaggers came in and bought it. They did not really want it to succeed, by the look of it. To me, it looks like a tax dodge. They have come in, knocked it down and now they have this tax dodge and are saying that they are losing money on it.

It is therefore a huge issue. I have been on the Premier's back about this quite often. We have been told the latest news by the Minister for Planning. I know that the Minister for Planning is a very honest sort of a man and he has told me that a beautification plan is being put in and the owners have a certain amount of time—I think it is two years—to fix it up and if they do not fix it up, then the government can take it over. However, the government cannot take it over for another two years after that. What we have at the moment therefore is another sandpit for four years. Some of my friends in Albany have put up socks and all sorts of things on the fences.

**Mr J.E. McGrath:** I saw a couple of pairs of yours!

**Mr P.B. WATSON:** It is funny because when the fence was put up at first, I put a pair of black socks there. Then I was going to a function that was a black-tie event and I did not have a pair of black socks; I only had one. I remembered where the other one was, so I snuck down when it was dark and took it off the fence and wore it to an awards night where I was the master of ceremonies; although it was a little bit wet and my foot was squelching as I went along! However, it is a real issue there.

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

**Mr P.B. WATSON:** Can you protect me from the member for Mandurah!

**The ACTING SPEAKER (Mr P. Abetz):** I think you are quite capable of continuing, member for Albany.

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**Mr P.B. WATSON:** The next one is the Albany foreshore development. When Hon Alannah MacTiernan set up the foreshore development, the Labor government built the Entertainment Centre and there was a site there for a hotel. For a while some people said that it was not big enough.

I just said some nice things about you before, Minister for Planning!

**Mr J.H.D. Day:** Feel free to say them again!

**Mr P.B. WATSON:** No, I do not want to repeat myself. I was just saying that the Minister for Planning is an honest man. I was talking about the Esplanade Hotel and how he had told me that he had things in progress but it could be up to four years by the time it goes through the system. But that is probably something the minister inherited.

**Mr J.E. McGrath:** So, there are going to be two hotels, the Esplanade and then another one along the foreshore.

**Mr P.B. WATSON:** No. All we want is one, member for South Perth. I do appreciate his input into my speech because I know that deep down he is a Labor supporter! He will have his chance to speak later.

Some people looked at the foreshore development, but they said that it was not wide enough and that they could not get the footprint they wanted, and then it was not high enough; so all that was changed and we still could not get anyone there. Now it concerns me that the government is going to give the land away to the developers. I know that the government has a reputation of, "Hello, here comes the state government—sucker." We need only look at Allia Venue Management at nib Stadium, at the hospital, and I think another one on the foreshore. I do not care how the hotel gets done in Albany, but it does worry me when \$1.5 million of taxpayers' money is going to the developers.

**Mr J.E. McGrath:** They have to build a hotel.

**Mr P.B. WATSON:** No, the government is just giving it to them. There is nothing about a public-private partnership; it is just giving them \$1.5 million. I am sure if we were on that side of the house and the government members were in opposition, they would be the first to scream.

**Mr J.E. McGrath:** You have form.

**Mr P.B. WATSON:** Could I have protection, please, from that man over there?

The next issue is the stadium, and as shadow Minister for Sport and Recreation I can have some input into this matter. I am concerned about various aspects of the stadium. I am firstly concerned about the seating. I know that bigger seats are being put in for some people. I know that the member for South Perth is Parliamentary Secretary to the Premier and obviously the first things they said they wanted was bigger seats: "We want bums on seat; we want bigger seats." I am also worried about the catering. I have seen what has happened over east with multinational companies running the catering. Spotless, I think, had the one at the Melbourne Cricket Ground and the caterer at Etihad Stadium is an international one. It really concerns me that these international companies will come in. They will mainly have cut-price staff because we know how the Americans work with companies overseas. It is something we really have to look at. I hope the Buy Local policy will be used in this area, because there are some great catering companies in Western Australia and I do not want to see overseas ones.

The next issue is the price of tickets for country people. Country people travel over 180 kilometres to watch the footy. People travelling 180 kays are not going to go home that night. I therefore think there should be a special dispensation for people who live over 180 kays from Perth. They have to come to Perth and stay overnight somewhere. This is an idea of the member for Collie-Preston. He was the one who suggested this because I think he must live just over 180 kays from Perth. This is something we should look at. If we want to get country people to go to the footy, all this money is going into the stadium —

**Mr J.E. McGrath:** There's enough city people.

**Mr P.B. WATSON:** Okay. I will take that quote and use it.

The thing is that all this money, probably \$2 billion, is being spent on the stadium but people from the country will not be encouraged to come to the footy unless they are members. This is a concern. The government is spending \$2 billion on the footy stadium and I do not know how much on Elizabeth Quay but a lot of country people will never see them. However, their power rates, water rates and other rates will go up—everything—but what will they get out of it? They will get cold nights. I have never had so many seniors come into my electorate office to see me and say, "I'm really struggling." They are on the hardship utility grant scheme and they still cannot survive. As I said to the Premier today, these are the people who have paid taxes all their lives. I know Liberal and Labor have different philosophies, but I cannot understand why the most vulnerable people at the lowest level are the ones getting hit. Why did the government not hit Kerry Packer? Why does it not hit—

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what's-her-name—Rinehart, the mother of the year! Why can she not get slugged? We are hitting the people at the lowest level. I tell you what—a lot of people are suffering from severe depression. Three ladies came into my office yesterday. They were very honest. They said that they used to be Liberal supporters. They said, “You know, we used to think that the Liberal Party looked after everyone, but at the moment they’re only looking after the top end of town.”

**Mr P. Papalia** interjected.

**Mr P.B. WATSON:** I do not know; they have obviously been indoctrinated. Three came in off the street, but I did not ask them. They said, “Watto, you’ve got my vote at the next election if you can do something about this.”

**Mr P. Papalia** interjected.

**Mr P.B. WATSON:** No.

**The ACTING SPEAKER:** Members, let us have a little decorum in the house.

**Mr P.B. WATSON:** It worries me that the new football stadium will cater to a special membership for which members can pay \$10 000 a year to be guaranteed a seat at every game. Those members will get a meal and sit in a special section. The people in the country, such as the member for Geraldton, and the member for South Perth, will pay the \$10 000 a year.

**Mr J.E. McGrath:** There will be 10 000 seats for members of the public.

**Mr P.B. WATSON:** That is great! What about when people from the eastern states come across, especially the Collingwood supporters? Those seats will be gone straightaway. No planning has gone into it. It will not have a roof. With the sort of weather we are getting now, there will be more and more rain in Perth.

**Mrs L.M. Harvey:** It doesn’t rain in Perth.

**Mr P.B. WATSON:** I was not talking to you, member for Scarborough; I am sorry. I have certain standards.

**The ACTING SPEAKER:** Member for Albany, please direct your comments through the Chair, and have a little less interaction, thank you.

**Mr P.B. WATSON:** Etihad Stadium seats 56 000 people who can watch the games in any conditions. Our new stadium will seat 65 000, and if it rains, they will all get wet.

A government member: It doesn’t rain in Perth.

**Mr P.B. WATSON:** It does not rain?

**Mr M.P. Murray:** No point having a roof on, member for Albany, because people like me will kick it too high!

**Mr P.B. WATSON:** I thought the member for South Perth’s head might be too big.

A government member: I think you should apologise.

**Mr P.B. WATSON:** I apologise.

As someone said the other day, we paid cash for the Perth–Mandurah railway line. I am very interested to know how much interest will be paid on the loan for the new stadium. I think more than \$800 million will be borrowed for it. Bearing in mind the budget bottom line, we will have to pay that interest every year and it will take a long time to pay it off. When the Labor Party built things, we paid cash; that is the difference. Friday night football is a real concern. We have been told, and members opposite know, what it is like at the casino on a Friday night, so imagine what it will be like on a Friday night trying to get out of the stadium.

**Mr J.E. McGrath:** It’s the same as the MCG on a Friday night.

**Mr P.B. WATSON:** No; people can walk out of the MCG into the city where there are trains and trams. There is no comparison. The Premier said he was against gambling and sports betting, but our best stadium will be built right next to the casino. People will come out of the footy and go into the casino. More people will be in trouble and that will mean more cost for the health system and social services.

**Mr C.J. Barnett:** Stay away from the stadium; don’t go to the football.

**Mr P.B. WATSON:** Hello—chardonnay is back! Did the Premier have a nice drop tonight? Good on him! It was a very good speech until he came in here, so if he could keep quiet, it would be much better.

Several members interjected.

**The ACTING SPEAKER:** Members, the member for Albany has the call.



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**Mr P.B. WATSON:** Thank you. I am chairman of regional football for the great southern and we struggle to raise money. An amount of \$170 000 comes from the West Australian Football Commission every year, which the commission gets as a result of the stadium. If that will not happen anymore, no-one has told the Football Commission. I asked the Premier but he would not answer. I asked the Minister for Sport and Recreation and he said he had had lots of meetings. No, they have not—the Football Commission does not know anything about these meetings. The Minister for Sport and Recreation might be having meetings, but he is not having them with the WA Football Commission. We need to get that cash flow in regional areas for Auskick and to promote school football. It is great for the Premier to build his big stadium. How many good footballers in Perth playing for the West Coast Eagles, the Fremantle Dockers and eastern states teams are from Western Australian country areas? If country areas do not get that support—chomp—that talent will be cut off. It is not good enough. The government has to look after the WA Football Commission. It has done a tremendous job on a shoestring and now no-one knows what is happening and no-one knows what they are doing, and it will not be that long before the stadium is built. The problem is that there are already issues at the stadium. The Football Commission has a debt of more than \$10 million; the government paid a small amount of it.

**Mr C.J. Barnett:** Three million dollars.

**Mr P.B. WATSON:** Yes. All the Football Commission wanted was the money to pay the debt so that it could generate funds, but all the money it is making at the moment is paying off debt, so it is not getting ahead.

**Mr C.J. Barnett:** It borrowed money from the ANZ Bank.

**Mr P.B. WATSON:** Yes, to build more stands to bring people to the football and generate more money. He has no idea.

**Mr J.E. McGrath:** The Premier has always said that funding grassroots football will not be affected by the new stadium.

**Mr P.B. WATSON:** Prove it to me; let the Football Commission know. It has to run it. The amount of 11 million bucks was given to Claremont Football Club. That is why I asked the Premier the other day. When he wanted money for Claremont footy club it was, “Oh, yes, I’ll get you that; I’m the Premier, no worries”, but what about the rest of the football clubs?

**Mr C.J. Barnett:** I didn’t say that at all.

**Mr P.B. WATSON:** Claremont is on the bottom of the ladder; it is the Premier’s fault, he shifted us over to the showgrounds where we cannot win a game!

**The ACTING SPEAKER:** I have to remind you of relevance, member for Albany.

**Mr P.B. WATSON:** We are talking about football stadiums.

**The ACTING SPEAKER:** I realise you are talking about football.

**Mr P.B. WATSON:** It is a very fine line. I think you have been very good to me, Mr Acting Speaker.

I have always stuck up for our new hospital, but one of my main concerns is the lack of staff there. Those working there are doing a tremendous job. We put in a freedom of information application because there have been a lot of issues. A young lady came in the other day who I know has mental problems. I have known her family for a long time, and she said, “Watto, I went to the hospital two nights ago because I had suicidal thoughts. I’d set out my plan. I went to the emergency section at the hospital and I told them that; they got someone to see me and they said, ‘Oh look, I don’t know whether we have enough beds.’” She said to them, “I’m suicidal, I’ve set my plans and this is what I’m going to do.” They put her in a little side room and gave her medication, but first thing in the morning she was out. What would have happened had she not had the support of other people such as a friend who was a mentor to her? If she did not have that, she would have done it. The mentor got her in to see a psychiatrist. These are only small things but that could have been one life lost.

There have been heaps of issues at Albany Hospital. I wanted the hospital to keep operating because it is a very important part of our community. I congratulate the government on building it, but lots of little problems have emerged. A lady went to casualty the other night with some personal problems. When she gave her information to the triage clerk, people were sitting four or five metres away, so all her personal information was heard by other people. This is not good enough today. I do not know how the hospital can fix that. It might be able to put a soundproof screen around where patients sit. A person suffering a difficult time should not have to go through something like that. I have taken it up with the hospital. It said it would look at it but that it was very difficult to fix.

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There was great fanfare the other day because the MRI magnet was being lifted into the hospital. The Department of Health knew it would be needed before the hospital was built. It put a room there but it did not put in the MRI magnet. It cost a hell of a lot of extra money to get that done when it could have been easily done in the first place. I know that is something to do with the health department, so I am not blaming the government for that. It is something that the health department should have looked at before the building was started.

I was approached by some commercial purse seine fishermen in Albany the other day and they say their fishing fees have gone up 850 per cent in the last three to four years. They said they used to pay \$2 000 a year; now they are paying \$17 000 and there are fewer fish in the waters.

**Mr D.A. Templeman:** Capital fish!

**Mr P.B. WATSON:** I do not know. These are mulie fisherman. They are probably at the lowest end of the fishing industry and do not make as much money as other fishermen. They said that they are paying the same fees as the people catching fish up north and on the west coast, where fishing is much more profitable. There has to be a fee in between. The access fee they pay is \$17 000 a year before they even get on their boats.

**Mr D.A. Templeman:** It is a major capital cost.

**Mr P.B. WATSON:** Yes; and they employ so many people: deckhands, the staff at the fishery where the fish are cleaned, people who service their boats and fuel suppliers. Most of these fishermen are just dropping out. Fish from overseas is sold in the supermarkets. If we lose these fishermen in regional areas and all the fish comes from overseas, Australia will be in a bad state.

I thank the Acting Speaker for his indulgence, and the members for South Perth and Mandurah for their contributions. I think the state and federal budgets are very mean budgets. I think members on the other side of the chamber should think of their mums and dads, and their aunties and uncles who are really struggling at the moment when they sit in the chamber and say that it is okay to cut funding and increase fees. I do not know how members on the other side of the chamber can sleep at night.

**MS S.F. MCGURK (Fremantle) [7.51 pm]:** I thank the house for the opportunity to speak on the Appropriation (Consolidated Account) Capital 2014–15 Bill 2014 this evening. I will address a number of issues primarily relating to my electorate.

I have spoken about the Fremantle Traffic Bridge a few times in the house, and I think members are aware that the government's strategy on this major piece of infrastructure has been the subject of some discussion. In my view, the government has failed to plan properly and deal with the risks associated with this key piece of infrastructure. The people of Fremantle and the broader South Metropolitan Region, and anyone who cares about how to best transport people and freight in the metropolitan area, know how poor the government's attitude to this bridge has been. It appears the Premier is aware of this issue as well, which I will address shortly.

A number of specialist reports have dealt with the Fremantle Traffic Bridge, which was built in 1938. The most damning report is a 2004 engineers' report, which made it very clear that if the bridge were struck by a boat or other watercraft it was at an unacceptably high risk of collapse. The Shawmac report, commissioned by Main Roads Western Australia, was finalised 10 years ago. The report states —

Investigations into the future of the Fremantle Traffic Bridge have primarily been generated from concerns for the community's safety relating to:

- Unacceptable exposure to bridge collapse following a collision between a vessel and the piers on the existing navigation spans;
- Unacceptable vehicle crash exposure due to substandard bridge carriageway geometry —

That is the surface road design of the bridge —

and

- Unacceptable and ongoing deterioration of the bridge load bearing components that have reached the end of their serviceable life

I repeat: this report is from 2004. The engineers' report looked at a number of issues. It examined in detail the risk of vehicle collisions —

Risk analysis found that the risks posed to the public, due to a collision of a vessel with the navigation pier was well outside the limits set by AustRoads standards for bridges. The current bridge configuration, alignment and its proximity to the Fremantle Rail Bridge poses a significant risk for vessels traversing through the bridge navigation channels.

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It is not just a theory that vessels or watercraft travelling on the Swan River under the bridge could hit the traffic bridge. In fact, only a couple of years ago the rail bridge, which runs alongside the traffic bridge, was hit by a watercraft. Members may remember that the rail line was interrupted for the better part of a day. There are inadequate warning systems on the rail bridge. The system at the moment, as I understand, relies on human intervention to stop trains when there is a collision at the rail bridge. The government is investing in an early warning system to ensure that trains are stopped automatically in the event of a collision with the rail bridge, as I think occurred in 2011. I understand the government has made a financial commitment and that work has commenced; the tender has gone out for the long-overdue early warning system for the traffic bridge. I suppose successive governments are responsible for that oversight, but it is good that the work is occurring now. What is not good is that the government elected to simply repair the Fremantle Traffic Bridge when a significant engineer's report states that the bridge is an unacceptable risk of collapse, and the risk of collapse is well outside the limits set by AustRoads' standards for bridges.

The report comments on the geometry of the road design; that is, the surface of the bridge. This 10-year-old report states —

The existing bridge barriers do not meet current Australian Standards in terms of their strength and connection to the timber bridge structure.

At that time there had been —

... 3 head on collisions on the FTB over the past 5 years and none on the Stirling Bridge. Head-on collisions represent crashes with the highest potential for severe consequences.

The report states —

Given the increased probability of head-on and sideswipe crashes due to the narrow traffic lanes the probability that such crashes may lead to a breach of the safety barrier is also increased.

The report found significant problems with the surface geometry of the bridge. The engineers conclude —

Unacceptable and ongoing deterioration of the bridge load bearing components that have reached the end of their serviceable life

I was heartened to hear a recent radio report on 5 June in which the Premier was asked on air by an ABC listener whether he had any plans to provide Fremantle with a new traffic bridge to replace the one built in 1938. The Premier, who on the previous evening had attended a consultation about Fremantle's high schools at the Fremantle Town Hall, said —

I crossed it last night—it's looking a bit fragile and a bit bumpy. It is safe but it will need replacing in the next 5–10 years.

I am glad the Premier believes that the bridge is safe, but I am not sure that Shawmac engineers came to the same conclusion 10 years ago. The Premier said that the bridge will need replacing in the next five to 10 years, when in fact it needs replacing now, but that has not been the strategy of this government. After the engineers gave the advice that the bridge needed replacing, Labor allocated \$81.268 million in the 2008–09 budget forward estimates towards the new traffic bridge. That contribution was in Labor's last budget before it lost the election. After the Labor Party lost the election, that allocation to the traffic bridge was withdrawn, and since then there has been a series of repairs to the bridge. I think that is of concern because not only does it show that there is no clear strategy to ensure the best use of our capital budget allocations, but also real opportunities are being lost while a replacement bridge is not being considered. The current budget indicates that \$4.277 million has been spent on bridge repairs so far. In fact, the Premier might be a little concerned, as I was, by the tender document released when the repairs were commissioned. The tender document that we were able to access referred to active termite activity on the surface of the bridge—I hasten to add that this is obviously a wooden bridge with a concrete road surface—stressed bridge pylon straps and rotting timber on the surface of the bridge. All of this was outlined and revealed in more detail in the tender document, but these repairs are really a bandaid solution to the problems with the bridge.

It was only in the upper house estimates hearings for the recent budget that we learnt that the government has plans to spend more money on repairing the bridge, so I am not sure whether that is news to the Premier. Certainly, the Fremantle community has been wondering exactly what the plan is and whether the government is going to spend just under \$5 million on repairs, which has now been allocated, so I think it is close to being expended. On 12 June, Hon Lynn MacLaren asked what funding is available for the Queen Victoria Street Fremantle Traffic Bridge replacement planning design and preliminary works, because no money has been allocated for that in the budget. In representing Main Roads, Mr Waldock said that it had done more work on assessing the state of the bridge, which is heartening considering that the 10-year-old engineers' report states that the bridge was at an unacceptable risk of collapse. Mr Waldock also said —

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... we have done enormous investigations both with our bridge, the Fremantle Traffic Bridge, but also the rail bridge, because they are both, for different reasons, subject to risk. We have actually not just done risk investigations, but we have actually combined them together to try to get a really good feel about the risk profiles of both and of what needs to be done in terms of short to medium-term fixes. It is still being finally developed, but we hope to go to the market very soon for fixes for both projects ... in the case of the rail bridge, it will be a longer term fix; that will be a major protection piling works. In relation to the Fremantle Traffic Bridge, it will be improved fendering systems in a risk management environment. So we are looking at probably \$12 million or \$16 million—it is still being firmed up—in terms of the Fremantle Traffic Bridge. We are looking for a similar quantum for the rail bridge.

We have learnt from the estimates in the other house that more repair work is planned for the Fremantle Traffic Bridge. Obviously, it is good to have a safe bridge, but it seems to me—I am also reflecting the view of the engineers who were commissioned in 2004—that it is a lost opportunity. It is certainly a lost opportunity in that if a replacement bridge were constructed, the passenger and freight rail links across the bridge could be separated. At the moment, the passenger and freight rail links share the rail line so they cannot operate concurrently; there is only one line and the passenger line takes precedence. If there were a new bridge, there might be an opportunity to separate the freight and passenger lines and therefore increase the use of the freight line. In fact, I am advised that we could look at double-stacking the freight line, which is not possible now because of the electrification of the passenger line. If the freight were double-stacked, obviously the amount of freight that could be transported on any train trip could be potentially doubled. It could be only a good thing for the efficiency of the rail line, but certainly for the Fremantle community, which is desperate to see more freight taken off the roads and put onto the rail system.

Returning to the 2004 report that I have been referring to, the 10-year-old engineers' report identified three options. Option 1 was to do nothing. In fact, the report states —

This option involves ongoing maintenance of existing timber, steel and concrete structural members as Main Roads have been undertaken as part of its annual bridge maintenance program. It will still retaining the current geometry and fabric of the bridge. The current navigation spans will remain in place without specific upgrade.

Option 2 is to reconstruct the existing bridge, which is a substantial upgrade of the bridge, while retaining the basic wooden pole substructure. Option 3 is to construct a new bridge. When the engineers looked at the risk profile, they concluded that the do-nothing option represented the highest risk exposure, with substantially more risk and a higher risk profile than options 2 and 3. In fact, the option that this government has chosen for the Fremantle Traffic Bridge—that is, to do repair work and continue to spend what will probably be over \$20 million by the time the forecast repairs are completed—represents the highest risk exposure identified in the 2004 Shawmac Pty Ltd report. I find that of concern, and I hope this government does too. In fact, I think that the Premier probably understands that the Fremantle Traffic Bridge is traversed daily by thousands of commuters, and although it is not the primary freight transport route for trucks, it is still used by some trucks. I certainly travel over it many times during the week, along with other commuters. It is an old piece of infrastructure and needs replacing. I think it is a real shame that the government is not looking at accepting the report that was tabled 10 years ago, which states —

The construction of a new bridge as prescribed under Option 3 represents the least overall risk when compared to options to “Do Nothing” or Reconstruction of the existing structure. Option 3 allows for all desirable bridge and road design standards to be met and enables the river navigation channels to be aligned with existing infrastructure to provide safe access up and down the river. The design life of the new bridge under Option 3 will be 100 years compared with a 40 year serviceability life for bridge repairs and upgrades under Options 2.

In fact, we have gone for option 1—the least preferred option. According to Shawmac Pty Ltd, it represents the highest risk to the community and the possibility of bridge collapse.

Finally, as I tell the story of Fremantle Traffic Bridge and its failure to attract the attention of this government as being deserving of an allocation of funds, I want to refer to one other piece of the picture. A piece of research was commissioned, I think, by this government between Main Roads Western Australia, the Australian Urban Design Research Centre, which operates out of the University of Western Australia, and Pracsys economic consultants. They were commissioned to work on designs for a new traffic bridge across the Swan River at Fremantle. I was alerted to this report, and people in Fremantle council and other members of the community were involved in the consultation process. The community was asked to participate in what it thought could be the best use of a new design. But the report had never come to light. I had a look at AUDRC's website, and, sure enough, I found that its annual report of last year stated that the work on Fremantle Traffic Bridge had been

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completed. However, that was in contrast to an answer provided to Hon Ken Travers in the other place on 25 June last year. Hon Ken Travers asked —

- (1) Is Main Roads still working with the Australian Urban Design Research Centre and Pracsys economic consultants on designs for a new traffic bridge across the Swan River in Fremantle?
- (2) If yes to (1), when is the work expected to be completed; and, what has been the cost of this work to date?
- (3) If no to (1), when was the work completed; what was the cost of the work undertaken; and, will the minister table a copy of any report produced as a result of this work?

The answer given was, yes, Main Roads was still working with AUDRC and Pracsys economic consultants on the designs for a new bridge—notwithstanding that at that time AUDRC’s website and annual report stated that it had completed the work. Then we were told that the report would be ready at the end of August 2013, and would cost \$28 000. We have never seen that report. Presumably, this state government can add \$28 000 worth of consultation and commissioning by the Australian Urban Design Research Centre, with Pracsys economic consultants, to look at a new design for Fremantle Traffic Bridge to its costs—but I assume it does not want that report to be released because it could raise expectations. These expectations are that not only Fremantle, its community, commuters and businesses that rely on that bridge could be deserving of a new bridge, but also in fact that they could be aware of the potential that could be contained in a bridge, as I said, particularly to separate the freight and passenger lines.

I have concentrated quite a bit on Fremantle Traffic Bridge, but it, in fact, is only one of any number of capital projects I could talk about in my electorate. I reiterate the frustration around the bad planning and mismanagement of a major piece of infrastructure by this government. As I said, it appears that when the forecast round of repairs are done, along with those that have already been undertaken, around \$20 million will have been spent on repairs for the bridge. Those repairs represent the least favoured option in a 10-year-old report. I think it is a very poor outcome for Fremantle, the business community and the commercial activity that relies on the bridge, but also I think it is a very poor reflection on the infrastructure planning of this government.

Another issue I want to spend some time addressing that was contained within the budget was the phasing out of the Perth rail freight subsidy. I understand that that is not a capital item, but what concerns me—I know I speak for a large part of the electorate I represent—is that this government, along with its federal counterpart, is working to wind down the amount of freight transported on rail. It is a lost opportunity for the proper utilisation of the infrastructure contained on the rail line. Increasing use of that rail line could have been made possible by the replacement of the bridge, and the further exploration of the options I have just spoken about. I have concerns about development that the City of Cockburn has been undertaking close to the freight line south of Fremantle proper. There are some developments in North Coogee—Robb Jetty, Emplacement and Watsonia—that are very close to the freight line. I think that is of concern. From a planning point of view, mandatory setbacks for any sort of construction from the rail line, particularly the freight line, are imperative. I think a responsible attitude needs to be taken by the government, as well as some direction and leadership, in how to properly use the freight line and maximise the use of that infrastructure. A winding back of the freight subsidy is of real concern, and I will fight that wherever possible.

It points to a lack of clear planning on the part of this government in relation to what will happen when Fremantle port reaches capacity. What are this government’s plans in relation to a second harbour? Will it occur in the Kwinana area? People assume that it might be in the outer harbour, but we have had no clear decision from this government about what will replace Fremantle harbour when it reaches capacity. Without planning and without a clear lead time, certainly all the stakeholders I speak to—for instance, the South West Group, which is a group of local councils that works in partnership on strategic issues in Melville, Cockburn, Kwinana, Rockingham, Fremantle and East Fremantle—are very concerned at the lack of planning and direction on this particular issue.

[Leave denied for the member’s time to be extended.]

**Ms S.F. McGURK:** They are very concerned at the lack of planning in relation to an alternative second harbour. I think the lack of any statement about that major piece of infrastructure in how the metropolitan area, and in fact the state, deals with its container freight in particular speaks volumes about the lack of strategic direction on the part of this government.

Apart from speaking about the traffic bridge and the outer harbour—those port-related issues in my electorate—I have a number of other issues. I spoke in earlier debate about the relocation of the Department of Housing to Fremantle central business district. I still have great hope that that will occur, as does the rest of the Fremantle community. It would be good for development in the middle of Fremantle and the local Fremantle economy. I

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was reminded of this issue because of the discussion that has arisen this week publicly and also in this house about the extent of congestion in the Perth CBD. The whole idea of decentralising government departments and agencies is that if a major department was located in Fremantle on the train line, people might be encouraged to catch public transport to Fremantle or to live close to Fremantle. It makes a lot of sense on a lot of fronts to take major activity centres and place them outside the Perth CBD. We have heard promises by this government, but so far it has failed to deliver.

I could have also spoken about the warders' cottages and the responsibility that the government has.

Several members interjected.

**Ms S.F. McGURK:** Members are laughing at my ability to weave the warders' cottages into this speech, but until they are restored and in use I will continue to talk about them. We have heard lots of promises to spend \$2 million over 18 cottages, and I understand that is for maintenance and a feasibility study.

**Mr C.J. Barnett** interjected.

**Ms S.F. McGURK:** We do not want that area to be a building site for the next 10 years. We want to see those significant heritage buildings restored and in use, and we want a practical plan. It is my job to advocate for those sorts of projects in my electorate.

**MR P.C. TINLEY (Willagee)** [8.21 pm]: I will enjoy making a contribution to this debate tonight in such a packed house. The Appropriation (Consolidated Account) Capital 2014–15 Bill 2014 is an interesting beast because it stretches into all parts of the state's activities. I want to focus my attention on the macro aspects of our economy before I delve into some matters that may play out in my electorate in the way that capital is allocated—or on the way it is not allocated in a logical way.

Many commentators have said that investment in the resources sector has peaked. I remember graphs from the Chamber of Minerals and Energy from a couple of years ago that forecast peak investment in around 2016–17 as the decisions that had been made about new projects were coming on. That has moved around a fair bit, but one thing is for sure and certain: we are seeing the beginning of the end in the construction phase of what has been a once-in-our-lifetime investment in the resources sector. Like others in the house, I do not believe we are going through a boom. People have described it as a boom, and certainly it is a supply boom, but unlike the price boom that has gone before it, which has been a typical characteristic of the resource sector in our economy, this will have a residual effect and there will be an uplifted productive output in our bulks—I will take an interjection so I can get my hands on the figure—and the net effect will be to nearly double the productive output of iron ore, plus the opening up of previously quarantined or stranded assets in the fields. I am aware of the degree of consternation about the decline in exploration. However, I am not so sure that that is simply driven, as the government would have us believe, by the cost of labour, or red and green tape, and all those things that are typically easy things to blame when looking for a reason for the decline in particular activities. That said, we still have about \$115 billion worth of projects awaiting a decision. We can still expect some movement, but as we see the advent of projects like floating liquefied natural gas, some of those jobs that we have seen traditionally over a long time, particularly in the construction phase in the oil, gas and resource sectors generally, are not going to materialise. We are starting to see now through unemployment figures a problem that potentially this government and the next government—the fiftieth government of this state—will have to deal with. Youth unemployment in the south metropolitan area has been well documented in the order of 27 per cent, and although that fluctuates, it is an alarmingly high number, particularly the underemployed and those people in training.

One of the other things that we cannot ignore is the national effect of structural change that takes many years to filter down. That is relative to not only seasonal changes but also the structural shift we have seen globally and that we inherited or that had been delivered as a result of the macro–micro economic reforms of previous federal governments and the effects that has had on our economy, particularly the trade-exposed parts of our economy, and generally the internationalisation of the economy as a whole. We have seen how the high Australian dollar can have a big and sustained impact on some of the commercial decisions of business. On the east coast the canning factory SPC Ardmona and the car manufacturing companies have come to the end of their commerciality, if you like, and have made decisions for a range of reasons that are unhinged from policies of any government—state or federal; they are very much a result of the structural changes in our economy and the size of and proximity to some of those markets. Things like structural change are obvious, and there is no point in gilding the lily or trying to mask over it. At Sensis, 800 people lost their jobs simply because people do not use hard copy *Yellow Pages*, and the same thing has affected postal workers. Australia Post is looking at alternatives or innovation in its business models and there will be more job losses. Locally, Solarhart announced the loss of 300 jobs through a consolidation of its business to the east coast, as well as moving to an offshore manufacturing

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plant. We have seen a decline in the traditional manufacturing sector in this state, and granted that is only small, but we cannot ignore it.

If we accept the premise that most of these job losses are as a result of a policy unwillingness to support those industries by legislation or action, then we also have to accept that they are an inevitable consequence of this structural change and unhinged from the cyclical nature of the style of economy with the traditional resource sector boom-and-bust cycle. The key issue is what will replace those jobs as they go? For a 50-something male who has been affected by one of those downturns or structural change, life is pretty grim. Re-skilling 50 year olds is not an easy business. We need to be conscious about the quantum of that cohort and their options and capacity to go on and find meaningful employment. One thing is for sure, as that investment cycle comes off the boil, a number of people will be looking for jobs with potentially better and more adaptable and portable skills. This government will see the start of this problem and the next government will have to deal with it full tilt.

As I look at the numbers, there has been a drift to the services sector generally. Across this country, we have had as much as a 61 per cent increase in the last decade in people presenting in the services sector, from health through to hospitality. It is very difficult to get the numbers to break this down between the services sector and the skilled services sector. I make that clear distinction. The services sector operates on the basis of demand. In the health sector, we know that we can plot out the demand and increase in uptake in geometric form, but when it comes to areas like hospitality and others that are more trade exposed, we find it a bit more difficult to unpack. There is some good news, however. As we try to diversify the economy away from that production-based structure, a supportive and well-functioning higher education sector will be absolutely essential to build the skills relevant to the technological services—those skilled jobs. As we conducted the Economics and Industry Standing Committee inquiry into floating liquefied natural gas, we realised that there has been an under-investment both in policy and capital to shape the skills that will be required to take advantage of opportunities such as the advent of FLNG. I am talking specifically about console operators, instrument fitters, remote sensor users, subsea oceanographers and other technical jobs that are particularly relevant. I heard in evidence given to that inquiry that those skills are under provided for, although there has been an increase in demand. In 2011, 34.7 per cent of WA's population aged between 25 and 64 was tertiary qualified. That needs to increase significantly. The 2011 census data showed that there was a significant growth of Western Australians who reported a bachelor's degree as their highest level of education, with the number jumping from 173 000 in 2006 to 234 000. Therefore, in real terms, there is a significant uptake, but we need to talk about things like postgraduate degrees. There has been a slight increase in those, but, again, nowhere near where we need to be to meet Organisation for Economic Cooperation and Development standards.

The manufacturing sector in Australia now accounts for only eight per cent of gross domestic product—so it has moved. In the United States, it is about 12 per cent, and in Germany, it is 21 per cent. Therefore, some countries can maintain their level of manufacturing as a percentage of GDP. We are an underachiever in the services sector. With that sector making up 69 per cent of our economy, we are lower than Britain at 78 per cent, the US at 79 per cent and even Germany at 71 per cent. We have a lot of work to do in order to attend to the requirements of the growing and changing nature of our economy. This government has shown no appetite whatsoever for contemplating the possibility of a vision that incorporates a future that our young people, and even those who might fall out of the traditional working sector, can believe in. There is no particular plan for Asian engagement, there is no particular plan for science and innovation and there is no particular appetite for attending to those harder nuts that require us to orientate ourselves towards the growing opportunity in South-East Asia and our near neighbours. It will be a very hard row to hoe when we try to beat into systemic under-employment and under-skilling of the next successive cohorts. How does that come out in our electorates? In my electorate, it comes out in the underfunding of education, particularly tertiary education. We need to identify those who are most vulnerable in our system to ensure they are not multipliers on the cost of the provision of services but are multipliers on the revenue side of things by gainful employment, paying taxes and participating as full consumers in the economy. They should not be allowed to become individuals who will need support or, worse, will fall into the justice system. I am advised that it costs as much as \$150 000 a year to maintain someone in the justice system, and that is not good economics by any measure. We need to see the green shoots of a vision from this government. We need to see the green shoots of an idea that addresses what sort of Western Australia we want, what sort of economy we want and what sort of identity that economy will facilitate for people who are oriented towards entrepreneurship.

In the 2014–15 budget, the area of science and innovation was allocated some \$23 million. In a total budget spend in the billions of dollars, this government allocated only \$23 million to science and innovation in this state—and it gets worse in the out years. This government needs to take seriously the requirement to invest in these areas, and there is no end of opportunities that exist either domestically or in the export of our skilled services and knowledge as we build it. For example, we have world's best practice in so many different areas

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around health and aged care, and there will be a growing need for that sort of technology and thinking in the countries of our near neighbours. We should take seriously the opportunity that those markets will present to us. If we just bump along and wait for China to knock on our door, we will not control the process, like we do with our other resources. We go to great lengths to ensure that we have things like state agreements and so on in place for the extraction of our natural endowment when it comes the resources sector, but when it comes to our traditional industries that will boom as a result of the change in our region—I am talking specifically about agriculture and aquaculture—we really are asleep at the wheel both in the way we protect our technology and the way we support our small to medium enterprises as they take up the opportunities that might present themselves organically in the region and the changing nature of demand in the region, let alone if the government decided to be active in supporting these SMEs. I should add that the small to medium enterprises in Western Australia are a significant part of our economy; they are in fact the largest employers. The European standard is generally used to define an SME; that is, they employ fewer than 200 people and turnover no more than €50 million a year—whatever the equivalent is in Australian dollars. That is generally accepted as the benchmark for an SME. On that measurement, nearly 90 per cent of businesses in Western Australia fall into that category or lower, yet they pay 80 per cent or more of the taxes and charges of the state. Those companies who are above the category of SME pay eight per cent of taxes and charges. I should add that that is a national figure.

**The ACTING SPEAKER (Mr I.M. Britza):** Member, I just want to bring you back to the capital items of the bill.

**Mr P.C. TINLEY:** Yes, of course. The capital is the investment that this government has failed to make. It is the inadequate capital investment this government has made, for example, in the skilled services sector through science and innovation, at \$23 million for a single year. I do not know what can be invented with that. I do not think the front doors at some institutions around here can even be opened for that amount, let alone the funding of any genuine, deep, long research on the basis of the capital that would be applied to that. Additionally, we can look at the amount of money that has been allocated to preserve, protect and promote SMEs across government, including oversight just in a straight governance perspective at the Department of State Development. The Department of State Development is responsible for the oversight of none other than the local content policy of the state agreements and other agreements that the state enters into with proponents that want to extract natural resources. It is charged with the responsibility of ensuring that those companies that give us a once-in-a-lifetime uplift in economic value do what they agree to do both in spirit and in fact. How many people are in that department? There are 15 people, which we found out as a result of the investigations through the estimates committee process, particularly around capital. There are 15 full-time equivalent staff members in the Department of State Development responsible for oversight of local content. That is completely shameful. When we consider the size of the investment in the resources sector and the size of the commitment from these companies to the state in relation to their undertakings for the provision of a fair go for the extraction of our resources, it is deplorable. I have forgotten the number it was last year, but there has been a reduction in FTEs. We never really got to the bottom of why the number was reduced. One thing we do know is that the avalanche of reports and audits that come into the Department of State Development from those companies that are required to report will never be read, let alone actioned, audited or followed through, and that if indeed companies are not meeting their obligations, they will never be called to account. This government has to take seriously the jobs of not only the current generation of working Western Australians, but also those who are yet to come, because it will render a great cost on all of us, both socially and fiscally if we do not attend to that now. It takes time to move the needle on these sorts of things, because skills do not happen overnight. Skills take time to develop, and it is not only the skills that people learn, but also the experience that they need to gain before they can become a fully functioning component of the economy in which they will be working.

There are other actual disincentives by this government in the way it is approaching skills training and the innovation that we are looking for and need to find to ensure that we are building the economy after next. We need only look as far as TAFE to see the near tripling and at times quadrupling of fees for young people, or any people, to undertake training at TAFE colleges. It is unconscionable that, in addition to not looking after the opportunity and the size of the opportunity for young people coming out of schools and those who find themselves out of work as the structural changes of the economy occur, we should be putting in place a disincentive to learn and re-skill.

When the 300 workers from Solahart walk onto the street for the last time with only the skills that they have, where will they go; what will they do; what will be the opportunities for them; and what will this government do to assist in re-skilling and retraining those people? Who will help them if, at the age of 50 years or so, they have a family to look after and are walking out of a job that they have had in some cases for a very long time and are looking down the barrel of going back to TAFE and paying \$8 000 to improve their skills to make them more employable? Who will support them? The capital that is allocated to the skills and training —



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**The ACTING SPEAKER:** Member for Willagee, I want you to come back in this third reading debate to the capital items in the bill.

**Mr P.C. TINLEY:** Yes.

**The ACTING SPEAKER:** You need to be very specific and you are going pretty wide. I just want you to come back, that is all, and make specific reference so that I understand.

**Mr P.C. TINLEY:** I thank you for the guidance, Mr Acting Speaker. I am in fact talking about the Premier's own portfolio. Science and innovation is actually his own portfolio.

**Mr W.J. Johnston:** Capital expenditure that was all unseen.

**Mr P.C. TINLEY:** The capital expenditure on those things was absent. I will come to a point that maybe Mr Acting Speaker will find more palatable in relation to relevance. I want to talk about swimming pools, and specifically one swimming pool. Swimming pool maintenance is mentioned in a line item in the education section of the budget. The swimming pool at Hamilton Senior High School, for which I am the chair of the council—soon to be a board, we hope, if the independent public school application goes through—has been crying out now for nearly three years for assistance to support that asset. I have undertaken any number of representations to the various people who will hear them to find the \$103 000 required to bring that swimming pool up to standard. If that pool is not brought up to standard, the mandated requirement for the swimming component of the curriculum for the kids coming in from year 7 will simply not be met. The capital allocation for school maintenance is shameful. The concrete cancer at Hamilton Senior High School now has some people particularly worried about the safety implications. This is well-documented concrete cancer. When we look at the railings in that 50-year-old school that are fitted to the balustrade of the balcony, we can see the rust, then we can see the patch-up job and then we can see the decay that has occurred around the base of this metalwork. It is completely unconscionable that we can allow it to be like that in a learning environment such as this and in an economy as modern and as forward looking as ours. It defies understanding. For five years this government has had an opportunity to consolidate, rejig or reorientate the schools in the Fremantle district, and here we are just now talking about it. There is no allocation in the capital for an amalgamation or a new school. The Premier came to my electorate and had the so-called community consultation. He talked about the capital that would be required to build a school or to attend to an amalgamation. An amalgamated school, he said, would cost as much as \$40 million. I am not quite sure where he gets these numbers from but we will take it as read. Alternatively, to build a new school, I think he was talking in the order of \$60 million. However, there was no more detail than that. In the budget there is no allocation in the forward estimates, even though the government knows full well that it will have to do one or the other. Since 2008, this government has said that it is about decisions, not delays, yet here we are five years further down the track and we are still talking about it with the promise of a decision and the promise of an allocation in the capital accounts for a future spend, yet we are nowhere.

More specifically in the budget under education I want to talk about a hygiene issue—toilets. Melville Senior High School has, in my opinion—I take it from those who have seen a few of the schools and the infrastructure that these kids have to endure—some of the worst toilet facilities for our children that I have ever seen in a public school. It is a 50 or 51-year-old school and it still has to endure the sorts of conditions and facilities that I was used to seeing in a 70-year-old army barracks. To ask children to use these toilets is unconscionable.

In estimates in this budget process I asked a specific question of the Department of Education and the minister representing the Minister for Education about the line item referring to toilet upgrades for secondary schools—it is actually recognised by a line item. I asked specifically where Melville Senior High School fits within the upgrade program, when it is likely to occur, and whether it would be part of the forward allocation in this budget. The department said that no decision had been made about the capital allocation for these schools. I think that is out of order. From that I therefore determined that whichever wheel squeaks the loudest will get the oil. I intend to make a very, very loud noise on behalf of Melville Senior High School, because this government has given a message to the people of Western Australia that it does not take public education seriously. The evidence is there. Hamilton Senior High School has been allowed to run-down without any prospect of a future that the parents and the community can believe in or understand. Melville Senior High School infrastructure, with 1 100 kids I might add, is going very well but it has to endure the sorts of facilities that it has. That is the only thing I hear. It is a very happy school, apart from a few dongas that it wishes it did not have, but it knows that other schools are worse off, so it is more than happy to take that bit of medicine. However, it cannot accept the standard of the toilet facilities. The children's toilets are just a disgrace. The cleaners do a miraculous job, in my view, to keep the toilets anywhere close to hygienic because there are no smooth surfaces in the toilets that we can say are hygienic. It beggars belief that in this day and age, in a state as rich as Western Australia, there is this sort of asset for our children in a very vibrant school. Hamilton Senior High School should not have to wait so long for this government to make the decision to allocate the capital required and determine the future of the

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school and the school options in the Fremantle area. The alternative is uncertainty and a loss of faith in this government and its commitment to the future of our next generations of working Western Australians to make a modern contribution to an agile economy, which is completely oriented to the opportunities in our region to ensure those kids go into jobs—we probably cannot even describe them right now—of the future that they absolutely deserve. We owe it to them to leave a legacy from the great boom we have had in the last 10 or 20 years.

**MR M.P. MURRAY (Collie–Preston)** [8.50 pm]: It is with some pleasure and some dissatisfaction that I stand to speak on the third reading of the Appropriation (Consolidated Account) Capital 2014–15 Bill. Dissatisfaction comes quite easily. We heard today about the higher cost of living seniors will have to bear because the federal government has withdrawn funding, and now the state government will not pick up the tab for the cost-of-living rebate. In some ways I understand that, but that does not help the person in the street in their later years of life, many of whom have battled throughout. They have not enjoyed high-paid jobs. Many are ex-railway workers—very honest and very hard toilers—who, unfortunately, did not earn high wages but they have fought very hard to put their kids through school and make sure their families were well educated. Now they are feeling the rough end of what I will call the Liberal stick because moneys have been taken away. The finger was pointed by the state government to the federal government. The state government said that it could not afford it, and now those poor people are asking: what do we do next? Systems such as the hardship utilities grant do not compensate for what has been taken away, if they can get any money at all. That is a great disappointment. The cost-of-living increase for an average household is \$324 per annum since 2008 when the government was elected, which means that this government is slugging these households \$2 500 more than they were previously paying.

At the same time we have heard talk of the privatisation of assets. Do we sell the farm to balance the books in the short term? That is something I think all governments have to look at, and that leads me to the sale of the TAB. I was going to speak on it the other day but a more important matter came up. The TAB has been left in limbo because the Minister for Racing and Gaming has said time and again that he does not support the sale of the TAB, yet the Premier has said that it will happen over time. That causes confusion because, obviously, members of the government are not united on this issue. In the so-called coalition—maybe it is not a coalition; I am not sure what it is called—cabinet members make decisions at the cabinet table and then say to the public that they do not support something, while the Premier says that that is what he will do. Three National Party members sit in on the cabinet decision-making process. The Premier talks about the \$300 million from the sale of the TAB going towards bringing down debt not amounting to anything at all. It would be privatisation, but we need a program on how to go forward if that is going to happen. The first program would be for the TAB franchise holders. If they want to retire now, they could not sell a TAB agency for the life of them because there is no certainty about whether they will be privatised and put under someone else's banner or would stay under the state government's banner. The franchisees need to know what will happen.

Direct tax receipts last year from betting turnover were \$30 million and GST brought in another \$40 million, so \$70 million from racing and gaming turnover went into the government's coffers. Despite \$70 million in annual revenue, the government may sell the TAB, so the government will cut off the head of the goose that lays the golden egg. That money will come in every year if the system is funded properly and the government works with the system and moves forward on the front foot. Having recently been to Hong Kong with the member for South Perth —

**Mr P.B. Watson:** Five star!

**Mr M.P. MURRAY:** Not in Hong Kong with the member for South Perth—he was all right. I could not afford to stay with him!

I was very pleased to hear people from all over Australia say how good the Western Australian TAB and the Racing and Wagering Western Australia system works. They were impressed because our stake money went up this year when the stake money in the majority of states stayed the same. They saw that as a positive because we have not sold our TAB. An eminent lady magistrate from the South Australian racing industry said to me, “Whatever you do, don't sell the TAB.” The South Australian TAB is a basket case because it has no income. It has to go begging. I do not want to see the industry over here having to do that. Certainly Ascot Racecourse needs a major upgrade to keep people coming to the facilities.

**Mr P.B. Watson:** When we reviewed RWWA, we went to all the states and every state we went to said don't sell the TAB.

**Mr M.P. MURRAY:** That is right; that has not changed. In fact, the argument has become stronger because South Australia is experiencing a loss of income and having to fork out money and not getting as much revenue from betting turnover because a lot of people bet offshore. They certainly get money back from their product investment because people have to pay their fees to race. However, it is my understanding it still does not work

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because the majority of money goes to the offshore punting groups rather than back to the states. There are certainly some problems there.

What concerns me is that we have an industry of breeders and trainers, and the racing industry directly provides 3 500 jobs, and that does not include jobs in the pacing industry. Many jobs will be affected by this government's decision to privatise the TAB. People are concerned about it, and a lot of those people are poorly paid but love their jobs to death. They are quite happy to have their jobs, whether they be mucking out stables or leading horses onto the track. People are very proud of those sorts of jobs, and so they should be. If we take that away and the money tightens up, those people will disappear from the industry. Those are grassroots people of the industry. We certainly need to look after them. I cannot see us being able to do that if we privatise the TAB. Pacing industry people from Gloucester Park came down to see me last week about their concerns. They are very concerned because there are no programs and no consultation within the industry to allay some of their fears. That is something we have to do. If there is radical change, we need to ensure people know how it will change, how it will affect them and what it will do in the future. People from the TAB are certainly not happy. One person who turned up—a very prominent breeder—is a part owner of a class pacer called Mighty Quinn with earnings of a couple of million dollars. I am sure he is very proud of the horse. At the moment people are not putting their money back into the breeding industry in Western Australia as much as they should. It is cheaper and more efficient to go to New Zealand to trial a horse and bring a solid one back. They want to try to expand our breeding industry to be on the front foot, to breed horses that are renowned Australia-wide. That is not happening because people are very concerned about where the racing industry is going.

The greyhounds are in all sorts of bother. The government has not funded the new proposed greyhound track. Racing and Wagering Western Australia put money forward. It probably thought the government would match that money, but there is nothing in the budget. When I look at it from that point of view, how will the greyhounds industry do it? The Minister for Sport and Recreation said he is looking at it, but in the meantime the lease ends at the end of this month but there will be no racing there. They might have a training track. That will be devastating for the industry. As the Premier rightly said the other day, they have to do more. I am not sure where he was talking about, but only 91 people were at a meeting. That is not good enough. The government has to do more—whether they share facilities or whatever they do. Nothing can be done if there is no investment back into the industry. There is \$9 million short to build a track and a viewing facility that will be of a lesser standard than what is there now. There is a very vocal and pro-greyhound group in the south west. When one starts to get into the job, one finds there are a lot more owners and trainers in the south west. I thought there would be only half a dozen. There are far more than that. They are organised and are now working towards a south west greyhound trainers and owners association in that area. That is another problem—RWWA itself, outside of government, says it does not believe there is room for another track in WA. But if one track attracts only 91 people, we should be looking at where tracks are located. Maybe one of those tracks should be pulled up and located in the Bunbury area. That should be looked at in the overall picture of where we are going with the TAB and with the racing industry. We know that the facilities are very poor at Belmont and Ascot. They need upgrading. At the conference in Hong Kong, one thing that was put time and again was that good facilities attract good crowds. I am sure that is why we are spending \$1.5 billion on a football stadium—people are grizzling because they do not want to go to this one, so we have to upgrade. We have to do the same thing if we want our racing industry to be viable.

Another thing in the budget papers that is a major concern, and one that is supported strongly, is the issue of royalties for regions. When we dig down, we find it has been a sham. Twenty-five per cent of royalties has never been put into the coffers. It has been pegged. We knew that peg was there but the sales pitch has been that 25 per cent of royalties from mining would go into royalties for regions. It has not happened. We have also seen it move away from what it first was. It is not all bad. In earlier times, some of the money was thrown in the air and if you grabbed some, good luck to you! There has been a shift away. A couple of hundred million dollars has been hived off to the future fund. Was that explained to country people? No, it was not. Now it has moved too far to the other side. The system is now being used for general maintenance, the general run of roads; not over and above what was previously promised under the royalties for regions charter. We have to be very careful—I do not think the Labor Party has to, but I am bringing it to the attention of government members that we know what will happen if they keep that charade up. People are not silly, especially electors. They will say, “Hang on, those roadworks were talked about 10 years ago and it is still on the road program. It's just coming out as part of the ordinary Main Roads program.” Royalties for regions has to get back to what it was—that was over and above, to make sure country people get their fair share of facilities. People in country areas often do not get that.

One thing that is an absolute winner is the fuel card. It is a great example of where the money should be going; that is, to people who live in country areas. Of course I hear city people say country people get this and that. I use my example of travelling to work. I travel between 50 000 and 60 000 kilometres a year in my car. If I had to pay for all that fuel out of my own pocket, I would not even bother to drive up to Perth. People used to have to

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travel to Perth to visit a specialist—they do not now—but they still have to travel 70 kilometres to Bunbury. On many occasions that specialist refers people to Perth. All that adds up. In the main, older people are the ones hit with the reductions to concessions. It is a furphy that it is over and above consolidated revenue funding. That is not true. I was amiss in that I did not dig down deep enough to find out that in some years only 12 per cent of royalties went into the fund because it was not expended. While the member for Mandurah has been very vocal many times in asking why his electorate is not getting its share of the money, it could have been funded if the government had spent the money. Programs that should have been done in his area were not done. Why were they not? Because of a political decision not to spend the money; just to stack it away to try to help balance the budget that is in all sorts of bother.

I now refer to funding in the coal industry. This is a sad state of affairs. Coal industry development has come down from \$1.3 million to \$844 000. We are always told along the way, “Tidy your game up. Let’s get things moving. See if you can enhance your product down there. Try to reduce greenhouse gas emissions.” Yet we have the funding taken away. It cannot be done with nothing. The figure of \$800 000 is certainly a very small amount considering that when this government came to power it took back \$6 million from the coal industry futures fund. But what did it do? It took it in one hand and played the old smoke and mirrors trick—the industry can have \$9.5 million for the SuperTowns project. There was a very small margin of growth of \$3 million. The real issue now is the federal government. It is looking at withdrawing funding from a program in the south west called geosequestration. We hoped to have carbon stripping so that the power stations would have virtually no CO<sub>2</sub> going into the air. The carbon is stripped off, put under pressure, turned into a fluid and driven up to two or three kilometres below the earth. It then dissipates in the saltwater aquifer that is two or three kilometres down. Over a period, it percolates and turns into a carbon calcinate, which is very similar to limestone; or, if not, limestone. The money has been taken away. Did I hear one word from the Minister for Mines and Petroleum or the Premier about that money being taken away? There was not one word. We know what is going to happen with the price of gas in the future; it has been written about time and again. One of the cheapest sources of energy is the coal industry and the government is ignoring it, but it ignores the industry at its peril. If there is no competition from the coal industry in the future, the price of gas will not only double, but treble because there will be no competition from an outside source. There will be competition from each gas agency, but they will have a common bottom line. When the government ignores a source of energy that is two-thirds cheaper than gas, there will be problems. Our town will survive; do not worry about that. But will the state be able to absorb the cost that will result because this government will not invest in that industry? There is a line item in the budget papers that shows that money has been taken away. It was a \$50 million project and I believe that at the moment the money is in abeyance. I might even have to chat to Clive Palmer, because apparently he is saying that the money should go back into carbon mitigation. I will wait until I see the whites of his eyes before I believe what he says. But if that is the case, it is very well done.

I thank the Minister for Environment for dropping over to explain, but I will put this on the record. After my speech the other day about the problem with the extremely high levels of particle emissions reported in Collie —

**The DEPUTY SPEAKER:** Member for Collie–Preston, we are talking about capital appropriations, so if you can link your remarks to the bill, that would be good.

**Mr M.P. MURRAY:** I certainly can. I am talking about the coal industry funding that has been removed. It looks as though there is no money to reassure the people of Collie that there are no problems down there. No-one wants to address the issue. The shire has asked me to bring this issue to Parliament, and I am doing that. The community wants to know what is going on down there. It was good of the minister to give me a very quick briefing on what is happening. The problem is that the Department of Environment Regulation will not put out a publication stating the facts. That is what the community is asking for. If that has to come out of the \$800 000, do it, because the people down there are still very nervous. The department tells them to go to the website. We are not all rocket scientists. We do not know how to read those figures. They are complicated; there is no argument about that. The only thing I know about what is in the air is when my wife goes crook about how much dust from the coal industry is on the back veranda, but I never complain about that and I tell her not to as well because that is part of living in the area. We must have a press release about the fine particles so that the community knows what is happening. From what the minister has been saying, I think he has been trying to make that happen. I believe that there comes a time when the minister has to direct the department to do it. Why has the department not done that? Is it not sure or has it made a mistake in the calculations? It is great that it has said that it will look at the calculations over the years and see where they have gone wrong. My understanding is that the figures are still below World Health Organization specifications. I cannot for the life of me understand why those figures have changed, because there have been no new power stations and, to my knowledge, there have been no major problems with the filtration systems. It is up to the government of the day to direct the department to ensure that the community is comfortable. That is its job. If the person with that job at the DER cannot do that, the minister should direct someone else to do it. Then I will not get emails from the shire and

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other people telling me that all the department does is refer them to the website. That is just not good enough. There should be a process that people can understand.

Some issues about transport were raised today. One of the things that have happened with the National Party's pork-barrelling is that it has kept the *AvonLink* open to the detriment of the electorate of the Leader of the National Party. The bus route from Pemberton to Boyup Brook to Collie and then to the city was changed. There are problems with how the buses connect with the *Australind*; in fact, they do not. The tourist centre in Collie indicates that 3 000 fewer tickets have been sold for the *Australind*. So one lot is moved away and another problem is caused because there is no hook-up. It now takes people four hours to travel from Collie to Perth on the bus, whereas previously it would take three-quarters of an hour to get to Brunswick and then they would get on the train and come through. It is now a four-hour trip and people are supposed to be happy. The figures show that the subsidy for the *AvonLink* is \$115 per head and the subsidy for the Transwa service for the people of Collie was \$52, yet the government canned the service with the \$52 subsidy and kept the service with the \$115 subsidy. Is that good management? I do not think so. All I can say is that it is nothing less than a political decision. The next thing we know, the government will be saying that not enough people are using the *Australind* and it will have to cut that as well. There is no short-term strategy within the transport portfolio, and the strategy that is there is very short-sighted and certainly is not saving money, because all the government is doing is taking away one subsidised service and using the money to prop up the service that is subsidised at \$115 a person. It is an absolutely terrible decision.

At this stage, the full-time licensing service in Collie may be transferred to the Bendigo Bank. I am not sure whether people will be able to pay for their numberplates at the bank with their credit card. At the moment, the licensing centre in Collie may be turned into an agency that is serviced through the Bendigo Bank. I am not saying that it has been finalised, but I have the paperwork that states that that will happen. That will mean that more jobs will be lost from Collie under a government that keeps telling me that it is putting in money for SuperTowns. I have said it time and again that if the government does not build its economic base, there is no chance whatsoever of building the Taj Mahal or something over the top of it, and that is what has happened. The federal government has done it. It has changed the process for the people who apply for the dole. There is no full-time department; it is now an agency and it opens for only a few hours a week. That is causing all sorts of problems. Half the time people cannot get on the computer. When they go there, they have to wait on the phone for hours because it is now an agency. I can see the same thing happening if the licensing department operates out of a bank. If people want to query something, they will be querying someone in the bank. Another agency will be lost. The same thing happened to the fisheries licensing centre. People used to be able to pay for their fishing licence in Collie; they now have to go to Bunbury if they want to pay for one over the counter. They can pay for it online, but many older people still do not understand how to use the internet, or do not wish to, to pay for their licence because they do not trust that system. That means a 120-kilometre round trip to get a fishing licence. That will not be for long, because if I read the terms in this document about the licensing department, they state that most of it will be run from Bunbury. That is another slap in the face for people in the areas of Collie and Darkan who come in to do that—certainly the people of Darkan will have to travel a lot further to speak to someone face to face, which, at times, is needed, especially with farm vehicles and some of the mess-ups that occur. This is another loss for a country town and a regional centre, and certainly this government is not doing anything to wind that back.

It was great to hear that Bunbury was one of the biggest growth centres in Western Australia over the past five years, yet we still do not have the bigger departments down there. I believe the Department of Environment Regulation was going to move down there under an election promise, but that has not happened because there is nothing whatsoever in the budget about that. There is a bit of planning money—I think \$200 000—but that is about it.

**MR P. PAPALIA (Warnbro)** [9.21 pm]: It is my pleasure to rise and address the Appropriation (Consolidated Account) Capital 2014–15 Bill 2014. It is particularly fortuitous that Madam Deputy Speaker is in the Chair as I do so, because I will start by addressing an issue in her electorate. I will advocate on behalf of you and your constituents for some capital expenditure that could still happen, despite it not being specified in the budget papers. I am referring to some of the money available under the royalties for regions unallocated component. You would be familiar with page 182 of budget paper No 2, in which, under “Royalties for Regions”, it is specified that there is a remaining unallocated 4.2 per cent of royalties for regions money, which equates to \$168.1 million and comprises \$55.1 million in asset investment spending and \$113 million in recurrent expenditure. No doubt Madam Deputy Speaker is familiar with that allocation, and also with, as I understand it, a component of that being assigned or allocated to be spent as investments to support the West Kimberley and Goldfields–Esperance revitalisation funds. I am hoping that you are familiar with those. I am not expecting you to respond —

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**The DEPUTY SPEAKER:** Member, I cannot be drawn into the debate. Thank you.

**Mr P. PAPALIA:** — but I know you are familiar with it because I know that, like me, you were in Kalgoorlie yesterday. The night before I was in discussions with some locals, and then yesterday with the RAC regional council meeting, and a discussion was had at the table I was on with respect to where this revitalisation money might be spent.

I wanted to address a project that I am sure the Deputy Speaker is familiar with, and I am hoping and trusting she will be advocating for, as a priority, the receipt of some of this money, above and beyond, I would expect, every other possible alternative. I know there are a lot of competing interests; they are all keen out there because Kalgoorlie knows it has not had its fair share of royalties for regions money over the years. The people I spoke to made that much clear, and they are looking forward to a bit of a balancing of the scales in that regard. I know that, as a result, a lot of projects have been submitted or talked about as potential recipients of this money.

I want to advocate for the Goldfields Rehabilitation Services' drug and alcohol program that is delivered at what used to be Prospect Lodge. I am sure Madam Deputy Speaker is aware that it has purchased a building next door to its present premises, and it has a fully supported proposal that it has submitted to the Goldfields–Esperance Development Commission. It is very comprehensive, and you would have to say that if there were a project in Kalgoorlie or surrounds that is shovel-ready, fully justified and has backing evidence to confirm the success and value of the programs delivered, with the potential for even more success and expansion if it is properly funded to expand its facilities and move beyond what it currently does with drug and alcohol and some other services into a much better functioning, co-located rehabilitation centre and detoxification facility, and all its management processes in the one facility, this is it. It is undeniable that this is an essential service that also has great potential. There is great potential to reach out and expand the benefits that have been provided to the goldfields and the lands communities beyond, particularly for those communities suffering from disproportionate representation amongst drug and alcohol dependency patients. As a consequence, those communities and the rest of the communities around them, even if they do not have some form of dependency, suffer as a consequence. The associated crime impacts on everybody. In fact, we all suffer because the costs associated with these people encountering the judicial system are sheeted home to all of us.

Anyone in Kalgoorlie would know that better than most, because they are watching as \$250 million of taxpayers' money is spent on the build of the new Eastern Goldfields Regional Prison. That is way overdue; it is excellent to see the government spending the money on building a new facility, but sad to observe that it is necessary to expand the facility so significantly because of massive demand. Even though it is about one-quarter empty right now, we know that that is more to do with inadequacies within the department's management practices under the oversight of the Minister for Corrective Services than anything else. Unfortunately, they do not seem to be able to shuffle the prisoners through the system and reallocate categories so that they can get the right low-level prisoners out to those lower level prisons, and then further on into the very expensive work camps that have been constructed around the state, including the \$17 million one at Warburton. It was built originally in, I think, 2011 for \$17 million to accommodate 24 individuals—as of yesterday, it housed only seven. Seven is not the highest it has had in there—I think it got all the way up to 10—but it has been as low as two. When members understand that that it costs well on the way to \$2 million a year in operating costs, we are not getting value for money. It is all down to the inadequacies within the department, and the minister really must bear some responsibility for that. He cannot keep hoping that somebody subordinate to him in the chain of command will take charge and sort it out. This is something that needs particular interest from the minister, because there are serious inefficiencies. We have to fear, as articulated on the front page of the *Kalgoorlie Miner*, that in the event that this magnificent new facility is opened, with an associated, I think, 40-bed work camp outside the fence, that a lot of that might be empty. That would not be because there are not that many eastern goldfields offenders waiting to come out to be closer to country and their family and loved ones, which is internationally recognised as a key component in rehabilitation and the likelihood of its success, not because there are not enough of them languishing in the metropolitan area in our overcrowded prisons, but because of mismanagement. I hope that is rectified.

I am going to focus on advocating for this magnificent project. Goldfields Rehabilitation Services provided, as I am sure Madam Deputy Speaker is aware, the Goldfields–Esperance Development Commission with a fully completed submission. The proposal contained all the necessary supporting data and information. It included a submission from project designers with indicative costings of what it would take to complete the project, including a breakdown of each year's necessary allocation of funding to ensure that the project would go ahead in a structured fashion with a good manager. The project designers acknowledge that the Goldfields Rehabilitation Services' manager is more than capable of managing everything, which is a challenging task, as the Deputy Speaker would be aware. They conceded that a building project of this stature would require a dedicated project manager and they have included that in their costings. They have also broken down the

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proposal into annual allocations for different components of the project so that it would proceed over four years, beginning this year. The seriously important part of what I am saying is that this project needs to be underway this financial year. The costings show they need around \$40 000 for block amalgamation this year, \$70 000 annually for the project manager and then \$750 000 for the rehabilitation centre. That is an allocation in this financial year of \$859 444.24. The entire project is costed at just under \$2.5 million, but what that would provide is so significant that it is undeniable this project should be at the top of the priority list for the region.

Madam Deputy Speaker, and anyone who goes to Kalgoorlie, knows that there are serious problems with alcohol and drug dependency, and abuse. This fantastic facility at what used to be called Prospect Lodge has a waiting list of 40 right now. If this project gets underway this year and comes to fruition through the next three years after this year and is completed in the financial year 2017–18, Goldfields Rehabilitation Services will be able to not only service the number of people who currently use their facilities, but also expand and provide an adequate service for the entire waiting list and probably, I would anticipate, for future growth. The beauty of what it does is that it is successful. Anecdotally, from monitoring the results, this program results in a far more significant reduction in recidivism than anything I have seen to date. The organisation provides not only the in-house detox facility, but also a 13-week live-in rehabilitation service in a community environment in which the clients are monitored; they are tested for drug recidivism through urine analysis. In the event that somebody tests positive, they are out of the program. People who go in there and stay to the end are committed and dedicated to succeeding. At the end of that, they go to a group housing facility to ease them back into the community, again with supervision and support from this service and other services. The service coordinates with other agencies such as Alcoholics Anonymous and provides other opportunities for these people. It is a fantastic complete wraparound service with 24-hour monitoring and support in the facility. These people can go into a group housing situation for as long as 12 months, and then they go out and are still supported in the community. Goldfields Rehabilitation Services wants to expand this service.

Goldfields Rehabilitation Services' whole ask, which is mostly capital, is for just under \$2.5 million. I know that the Deputy Speaker has been there and knows about this facility, and I commend other members to go there. The people at the facility will provide members with an argument in support of their case. A lot of supporting documentation is contained in their submission to the Goldfields–Esperance Development Commission, so there is no need for me to cover that. I have a lot of documentation and letters from advocates who support it.

Leaving all that aside, if we look at research around the world, beyond just Kalgoorlie, we will find independent research that proves that what it is doing in a secure residential facility with treatment for drug addiction or alcoholism is effective and cost beneficial. I commend this report to members. I have spoken before in this place about this report that was done in 2007, and subsequently updated in 2009, I believe. The first report in 2007 by Matrix Knowledge Group in the UK is titled "The economic case for and against prison". It is a pretty thorough comparative analysis of reoffending using a number of different scenarios: prison with treatment, prison without treatment, and other scenarios of treatment outside prison and the benefits and cost of those. The report specifically covers residential drug treatment. An explanation of what the group looked at is on page 7 of the report. It looked at adult community intervention and residential drug treatment. The criteria include —

Drug Treatment Alternative to Prison Programs ... to divert non-violent drug-addicted offenders into community-based facilities. The programme includes intensive and individual group counselling using the dynamics of communal living to teach positive, personal and social values and behaviour. Vocational and educational programmes are integrated into the programme. Residents are supervised 24 hours a day and are subject to in-treatment monitoring.

That is exactly what is done in Kalgoorlie; in fact, it probably does a bit more than that in the way of supervision and provision of service. A couple of programs in the UK were looked at and compared, for the purpose of a cost-benefit analysis, including prison with treatment, and prison without treatment, which made the results even better. However, when those treatments were compared with the alternative that we currently employ, which is to send these people to prison and, if they are lucky—they do not often get it—given a treatment program in prison, it was confirmed that people who completed this sort of approach were 43 per cent less likely to reoffend. Offenders who receive residential drug treatment are 43 per cent less likely to reoffend after release than comparable offenders receiving prison sentences. An offender who goes to a residential treatment facility is 43 per cent less likely to reoffend than an offender who goes into a prison in, say, Madam Deputy Speaker's electorate of Kalgoorlie, if they are lucky and receive treatment—it is unlikely, but assuming they did. That is extraordinary. On its own that should be enough of an argument for the government to immediately fund this facility. Let us look at cost benefit and talk purely about the cost of the program.

I know that the member for South Perth is always interested in this, but he has heard me talk about it before so he is probably reflecting back to 2009 when I made a similar speech.

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This program in Kalgoorlie is worth talking about because it could be rolled out elsewhere in Western Australia. If the government were clever and it intended to use the royalties for regions funding in the most effective fashion, it would fund this. Personally, I do not think there is much demand for a trial because the evidence is irrefutable; nevertheless, the government could probably run a very quick trial of this to determine whether it could be rolled out elsewhere. Matrix Knowledge Group compared the costs of the two programs. Members should bear in mind that it is not a holiday camp. It is a secure facility and the residents have to be there, they are tested regularly, they are monitored 24 hours a day, they have to participate, and at the end of the program, they go on into other services. The cost of that program in the UK was only 18.4 per cent of the prison equivalent, which is less than one-fifth of the cost of imprisoning them and substantially more effective. It is extraordinary that we do not use this sort of statistical analysis as a guide when we spend our money in the prison system, because in Kalgoorlie there has just been a commitment to spend \$250 million to expand the prison so there can be more capacity. Undeniably there is demand for that capacity, but not too much thought has really been given about whether that is the most efficient use of the money, particularly when the budget is in such dire straits and we are hacking seniors. For goodness sake, subsidies to seniors are being cut in Western Australia at a time when we do not think about whether spending \$650 million in the last three years on putting extra beds into prisons was good, effective use of money. We did not even think about that as a state. The Barnett government did not even contemplate that for a moment; it was quite comfortable with spending more than half a billion dollars on putting extra beds into prisons without contemplating whether the diversion programs we might be employing could be way cheaper and far more effective. It does not make sense to me. We are talking about non-violent drug addicts and alcoholics who might conceivably be assisted, not cured—I do not think a person ever gets cured—but diverted from that behaviour and assisted in making a productive contribution to society. Instead, we have been cramming them into overcrowded prisons that already operate ineffectively and being made less effective with every prisoner added to them. It is extraordinary that this stuff has not been looked at and the argument been made that we should save some money and do something that might work instead of continuing to pour money into the thing that does not work.

Apart from the fact that having met the magnificent people in Kalgoorlie, I could not avoid advocating for them, I was motivated to speak about this topic because of a number of interjections made during my last contribution to the budget debate asking me what I would do. Government backbenchers appeared to be getting tired of the opposition pointing out the government's broken promises, and its cuts to services and the spending it promised during the election campaign, so they asked me what I would do. Here is one thing I would do right now: if I was in government I would grab a bit of the royalties for regions money and instead of spending it on trees in the middle of the street or painting rocks white or whatever happens for beautification, I would give those people their \$2.5 million and get that project underway immediately. If offending and return to prison of those drug and alcohol addicted individuals could be reduced by 40 per cent, and the costs of treating them could be reduced to 18 per cent of the current cost per individual, there would be extra money—extra money that could be dedicated to reducing the state's net debt, which is just exploding and which will cost us all more in the future. That is one thing I have advocated for and that is a suggestion I have in response to the whiny interjections of, "What would you do?" that invariably come up in the course of debate. My response right now would be to do that—that is one thing.

Another thing I would advocate for, because we are talking about capital and I am talking about the portfolio of corrective services, is that we have a look at whether the Minister for Corrective Services gave an appropriate response to my request for supplementary information in estimates. I asked for supplementary information about perimeter fencing across the state—it was supplementary information A40, if the minister is listening. I feel that the minister's response was inadequate. I am not accusing the minister of anything; I suspect he might have been fed a bit of a furphy. I have it on pretty good authority that when an audit was done of the perimeter fencing of all the state's prisons in 2009, a comprehensive list of inadequate and obsolete sites was done—obsolescence at different prisons and inadequacies in the security systems. Prisons have layered security systems and they were all originally designed that way. Over time those systems have been compromised in many of our prisons due to the recent \$650 million spend on putting beds and additional blocks into the original prison footprints. As I understand it, some of those security systems may have been compromised. Lines of sight may have been obstructed by buildings. Buildings may actually have been put in the middle of a line of sight that was part of the layered defence of the original security system of that prison—we are talking about high security prisons too. I will read the minister's supplementary information so I can then refer to it. It states —

The Department has completed perimeter upgrade/replacement projects at Greenough Regional Prison, Banksia Hill Detention Centre and Boronia Pre-Release Centre to address the critical safety and security issues identified in the 2009 state-wide prisons security obsolescence report.

That was in reply to my question, which was about the entire prison estate. My questions are regarding the prisons that are not named. How many of those have inadequate and compromised security? How many of them



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have obsolete fencing? How many of them have deteriorated fencing to such an extent that they may present a real security risk? I ask that the minister find that out, because the suggestion that there was a structured program of works to mitigate the risks of entropic decay within all perimeter protection systems at the state's prisons and detention centres does not really gel with my understanding. As I understand it, a case has already been put forward for a project to rectify all of these deficiencies, and the amount was in the order of \$25 million in 2011–12. I do not think \$25 million in capital has been spent on these deficiencies, so I bring to the minister's attention something I feel is a serious issue. There is a threat to security at our prisons as a consequence of this obsolescence and the deterioration in the perimeter fencing, and the inadequate expenditure on the perimeter protection system, which is what I think they call it, and inadequate expenditure of capital funding to rectify that problem. The prisons that the minister referred to may or may not have been dealt with. He refers to Greenough, which may have been dealt with and I take him at his word on that. That was one prison I was concerned about. Regarding Banksia Hill, a lot of the money that he was referring to there would have been associated with the need to change the facility at the time of the terrible decision to shut down the juvenile remand centre and cram all the juveniles there. However, there are a lot of other prisons in the state. The other prison the minister referred to was Boronia, but there may as well not be a fence around Boronia. I remember Matt Birney almost climbed it when he was opposing the facility as Leader of the Opposition way back during the term of the last Labor government. When that brilliant, world-class initiative was proposed by former minister Jim McGinty, the then Leader of the Opposition did a bit of a stunt by climbing the fence and trying to scare all the local people about the future inhabitants of that facility. That has obviously been proven to be completely unfounded. As we know, the former Minister for Corrective Services Hon Christian Porter was there so many times taking credit for the place it was extraordinary. I think he even took his wife there a couple of times. It is a wonderful place and if members have not been there, I recommend they go there to see what that cutting-edge initiative looks like. Unfortunately, that was not necessarily replicated elsewhere around the state. Another initiative, the men's pre-release centre in Bunbury, is now completely compromised; it is just another part of the minimum-security prison. However, the point I want to make is that those three prisons referred to in the supplementary information—Banksia Hill, Greenough and Boronia—are not the ones I am concerned about. I suggest that the minister might need to be more concerned about some of the other prisons around the state and whether the rest of the prison estate has had that money spent on it, whether or not a business case or a plan of some type identifies exactly what needs to be done in every prison and whether it has been adhered to.

I suspect it has not been done. There is no money in the budget for that. The reference in the budget was pretty slim. It referred to Greenough Regional Prison, so I assume that it has been done, because on page 750 of budget paper No 2, volume 2, it states —

... as part of the Perimeter Obsolescence program, the replacement of the Greenough Regional Prison prime barrier, management fence and perimeter security system will be completed in June 2014;

That is Greenough. That is the only one referred to in the budget paper. We hear that Banksia Hill Detention Centre has some money. We knew that because when that bad decision to shut Rangeview Remand Centre was made, the government had to spend money on Banksia Hill. The budget papers refer to Boronia Pre-release Centre for Women, but I was not really concerned about Boronia, because it is an absolutely minimum day-release type place. It is more to keep people out than to keep the ones inside from getting out. The worry we have is that a lot of other higher security prisons around the state may have their perimeter security compromised right now as we speak. The minister may not be aware of it and he needs to satisfy himself on behalf of the public. That is the other thing I would do right now. There are two things. The next time a whiny interjection comes my way about what I would do, I will refer the minister to those. Firstly, if he has not done the Kalgoorlie one, I will be very angry and so will the Deputy Speaker; I am sure she would be outraged. If the minister has not done that one, I will be pushing him to do it. The second thing I would say is to check right now whether he should be spending money on the perimeter fencing in all the prisons, because in 2009 there was a lot of trouble and a lot of problems, and there is no money in this budget for it.

**MR D.A. TEMPLEMAN (Mandurah)** [9.51 pm]: I am always happy to make a contribution. It always seems to be late at night, but I am happy to do it anyway. I want to make a contribution to the third reading debate on the Appropriation (Consolidated Account) Capital 2014–15 Bill 2014. I am going to work through the schedule, which means I will be speaking to the bill. That may be a surprise for some in this place!

I want to raise a couple of issues on the capital spend by the government in this budget and highlight a couple of aspects of appropriation. I want to start with training and workforce development, which is referred to on page 3 of the bill and which comes under the Deputy Premier's portfolios. One question I have that concerns me about this budget in general is: where are the jobs for the future and where is the job investment? I speak about that because it is one of the key priorities for us in the Peel region, given that a couple of recent reports on

employment and unemployment highlighted the ongoing stain of high unemployment in Mandurah and the Peel region. I know that unemployment continues to be a bane for other members of this place, including the members further north in the Rockingham, Kwinana and Cockburn electorates. However, there is no doubt that the lack of employment opportunities is a major factor.

I raised in this place recently that the new Minister for Training and Workforce Development and member for Dawesville had already indicated his displeasure, as I did, when the workforce development centre in Mandurah closed in September last year. On top of that, only recently we had the Abbott government announcement which saw the loss of the Youth Connect service, which is a double whammy for training and workforce development in Peel. These two budget cuts, if you like, will have a resounding impact on young people in my region who are seeking to upskill, retrain and enter employment. It is interesting to note that both those two programs I mentioned were cut by Liberal governments in a region that already has a historic issue of unemployment. The question I pose is on the need to see in this budget more capital investment in jobs and jobs training, and it needs to be in the areas where there are large pockets of unemployment of young people in particular.

It was interesting, talking the other day to my brother-in-law who works in Karratha, and reading *The West Australian* for tomorrow—which we already have today—to note the ongoing job losses being experienced in the Pilbara through BHP’s announcement of 500 jobs lost, including some that were announced about two to three weeks ago. My brother-in-law said to me the other night that it was interesting that middle management in the Pilbara are going off on courses for training on how to deal with angry workers. All the signposts, whether they be the declining iron ore price or the announcements by various mining companies of job losses and job cuts, put a big question mark over ongoing high-scale employment in the mining industry. We already see that in place such as Karratha where house prices and rent levels have come down because demand is declining.

That brings me to the royalties for regions aspect, which is highlighted on page 6 of the bill. There is one thing that I think we need to do with the royalties for regions program in general. I have railed in this place about the inadequate share that the Peel region has received, and I am not going to go into that again tonight, although I would love to. One of the things that we need to assess again and carefully monitor is that whole scenario that the large amount of investment that has gone into northern Western Australia will create major cities in the north. I am not convinced, and I have said so publicly, that a large proportion of our state population will want to live in highly populated cities in the north. I think the predictions that there will be cities in the north with populations of 50 000, 60 000 or 70 000 is very much a dream. I am not convinced that it will happen. I am not convinced for a number of reasons. Those reasons do not relate only to the long-term sustainability of jobs in those regions, sustainability that is built currently predominantly on a mining industry that is experiencing the indications of a downturn.

Also, quite frankly, I believe there are people who would simply choose not to live in a relatively harsh and hostile environment. That is why I think we see many more people choose to fly in, fly out. The breadwinners of some families who fly there and back choose to relocate their families to regions such as mine, other regions and parts of the metropolitan area. I am not convinced by the argument that great cities of the north will be created like those in Queensland where there is a historic tradition of large regional cities such as Cairns, Townsville, Mackay and others. Those sorts of cities in Queensland are very different in climate and environment from those on the west coast. I am not convinced this great experiment of a substantial amount of funding from the royalties for regions program being spent in the north west is necessarily soundly based. Some of the funding has been very important, for example, that of a social nature, particularly in the Kimberley region, which focuses on addressing the needs of Indigenous people. We cannot argue against that. Nor can we argue with seeking to improve education facilities and hospitals; nevertheless, I am not convinced that large-scale major investments in supposedly building cities of 70 000 to 80 000 people is achievable. I think, fundamentally, many people will not choose to live there, particularly in the long term.

The royalties for regions program will be watched by me very closely over the coming year, particularly as the nine development commissions have been required to prepare blueprints for the Peel. I mention again item 146 “Treasury—Royalties for Regions” on page 6 of the bill. In the Peel we are focusing on some key areas, and the most important one is job creation. We are pinning hope on the development of Nambeelup business park to be located just to the north east of my electorate in Mandurah, in the electorate of the member for Murray–Wellington. There is a long history in trying to get this project up. It goes back over a decade and a half of being muted. The problem with the Peel region is that all the land currently allocated for industrial land has been taken up. Nambeelup, with its proximity to the Forrest Highway and to the key population centres of the Peel, Pinjarra and the Shire of Murray’s burgeoning population in the Ravenswood area, and the large population of course to the west in Mandurah, is pinning a lot of hope on this project. It is 100 hectares of relatively degraded rural land that has been identified for some time in the planning documents for industrial land. This will be the big ask of the royalties for regions program. It is the big ticket item of capital expenditure but the fear I have is that it will

**Extract from Hansard**

[ASSEMBLY — Tuesday, 24 June 2014]

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be drip-fed; we will get a little bit this year and a little bit the following year. Remember, the south west, the Peel and the great southern regions have been recognised as missing out for a long time, so there is \$600 million for the southern region initiative. But most of the money for the southern region initiative is in years 3 and 4 of the forward estimates. Even though the government has trumpeted that it is putting \$600 million on offer to the Peel, the south west and the great southern, the fact is, it will not come on stream until the out years. Projects such as Nambeelup need the kick start they deserve and that is in the tens of millions of dollars, not the dribbling little bits proposed or that we expect to get because of the government's inconsistency in funding the Peel in particular. In relation to the Minister for Regional Development and that capital allocation, I will be looking closely at the blueprints to see what the government will provide.

I move now to education in the schedule on page 3 of the bill. If we want a good example of how government fails to plan for a growing population, we need only look at Meadow Springs Primary School. I again pay credit to the former Minister for Education, Dr Elizabeth Constable. When in a grievance about four years ago I appealed to her to come down to look at the growth in north Mandurah to see why a school was needed, she did that and in the following budget a school was announced. I will always be grateful to her for doing that. She looked at the sites and recognised the growth and a school was funded. It took that sort of action by a minister because the planners did not have a school on the plans. There was no plan for a school in the northern Mandurah localities. She came down to Mandurah and to her credit a school was announced. At that time the planners did not appreciate the growth that was occurring. That school opened with about 480 students in February 2012. By the end of that year, there were more than 700 students. That is a massive increase. The school opened in February 2012 and at the start of the last term there were more than 700 students. That is more than 10 classrooms in one year. By the end of last year it was nudging more than 900 students. Now there are more than 1 050 students at Meadow Springs Primary School, which has brought on the need for another school at Lakelands in the north of Mandurah. I am proud to say that I fought for the Lakelands Primary School. In February this year the first stage opened early, again, finally recognising the growth there. It opened with 150 kids all in preprimary and kindy. In February next year Lakelands primary will fully open from K–6 with about 500 kids—almost the same number of kids Meadow Springs Primary School opened with.

The principal of Lakelands Primary School, Jim Bell, is a brilliant principal. It was a great choice to recruit Jim Bell as principal of Lakelands. In my view it was a masterstroke. He already knows that by the time he totally opens the school next year, he will face the potential of that school growing to over 800 students by 2016. That means planning has to be done now. The planning for the capital investment in schools has to be done now for the next school in Lakelands. There will need to be another school in Lakelands within the next three years. The allocation of capital investment will be needed.

There will also need to be a determination about secondary education. There is a site for a new high school in Lakelands but the government has to make some decisions about the future of John Tonkin College; that is, whether it rationalises the second campus at the old Mandurah High School site. It has to determine whether it rebuilds on the consolidated John Tonkin site at the combined campus off Gordon Road. Making a determination there will give us a clearer picture about secondary education and about the next high school in Mandurah. Some key planning and capital decisions need to be made in education in the next 12 months. I do not want the planners in the Department of Education to be caught out like I believe they were with Meadow Springs Primary School. There have been two principals at Meadow Springs Primary School. Ashley King was appointed as the foundation principal in late 2011 and Gwen Evans was appointed as principal of the education support centre. Both of those people, and the staff they have pulled in around them, have made it work despite the fact that they were basically pushing the proverbial uphill to try to maintain those schools, given the growth.

I want to go to page 4 of the schedule under the Minister for Police's portfolio. Peel is about to be a guinea pig in regard to a policing model. Peel will be part of a guinea pig amalgamation. The Peel police district, as it was known, will be amalgamated into the south metropolitan policing district. Our command operations will be delivered out of Fremantle and then it will eventually be changed to Rockingham or Cockburn; I am not sure which. Irrespective, the overall operations for the south metro district will not be in Mandurah; it will be away from Mandurah. In the briefing we had last week from the Commissioner of Police and also at a public meeting that was held in Mandurah last night—the commissioner came with many gifts; frankincense and myrrh, and fruitcake for afternoon tea or for the evening supper—he promised us everything including that we will be better off. The proof in the pudding will be ultimately the impact of reduction in crime, genuine crime prevention and a greater sense of safety in the community.

People will demand results from this change. I will demand results from this change. I cannot stop it. I can highlight my concerns, which I have done in numerous forums and in numerous ways, but I cannot stop it. This is an operational decision. However, I will tell members what I will do. I will make sure that we monitor these changes very closely and that what the commissioner and the minister have promised is delivered; and, if it is

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not, this Parliament will hear about it. I will not have my community's reputation dragged through the newspapers and the media, as we have experienced over the last few years under this government, or have my community treated as a guinea pig without any justification for, or substantiation of, the change. I will support our police men and women; do not worry about that. Dean Snashall, the officer in charge at Mandurah Police Station, does a brilliant job. He has a great team around him, and I will do everything I can to make sure that he and his team are resourced so that the various localities in the Peel district get improved policing. I will be watching this change closely, but we do feel as though we are a guinea pig.

I have always said that there would be population growth in Mandurah. Unfortunately, the high crime rate statistics in Mandurah were highlighted late last year when the commissioner finally did something about it by launching Operation Esteem, whereby 70 officers were allocated to Mandurah from November through to April this year. What did that injection of extra officers do? You do not have to be a rocket scientist to see that they started to address some of the residual and ongoing issues related to crime. But, as I have always said, what happens when those 70 officers leave? We have been promised up to 30 more officers in Mandurah, but if the figures for the old region—the member for Midland and I have looked at the figures—are compared with the existing figures and what is proposed, there is not a lot of difference. If we get the extra 30 officers promised in Mandurah, where will the others come from? I will be watching that very closely, and the minister is on notice that I want these local teams to actually do the local stuff that we have been promised.

I want to finish with the old traffic bridge. I was really hoping that the Premier would take an interest in this project. The old traffic bridge in Mandurah has been there for over 60 years. It was finished in 1953 and was opened in 1953 by the then roads minister, John Tonkin, from memory. The bridge has seen the population in the Mandurah area grow from fewer than a couple of thousand people in 1953 to 80 000 people now. The old traffic bridge is now beyond its time in its capacity to carry what it has to carry into the future, so a new bridge is planned. We know that there was a broken promise earlier this year during the midyear review, because the bulk of the promised funding for the bridge—\$30-odd million—was pushed out to the later years. I understand that there are still a number of concerns with the project scoping and the final cost. I keep being reassured by the City of Mandurah that it thinks that the costs can be contained within the budget, but we will wait and see when the final plans come out.

This was a real opportunity to do something different and special. That old bridge has sentimental value for many, many people who have visited Mandurah over the years, and those who live there now. We had a chance, I think, to do something very special. The fear I have is that the design we will end up with will be functional—it will deliver traffic west to east—but will it capture the special nature and potential of what that could be? I came up with some grandiose ideas; it could have been the Ponte Vecchio of the south, but I still believe there are some elements of the bridge that we could have captured. We could have used its north-facing facade to look out across the water to the north; there is potential there for restaurants, particularly on the south western end, tucked under the bridge as it is exited. But it has the potential to do something special. My great fear about the old traffic bridge being replaced is that we will end up with a very functional bridge but it will be a missed opportunity. It is something I honestly believe that the Premier could have taken deep interest in and created something special. The Premier is doing some special things, in his view, with Elizabeth Quay; this could have been a great opportunity to do something special for my community in Mandurah. I think that opportunity may be rapidly fading. I hope the Deputy Premier might take an interest in it, because if we can do something special, something different and make Mandurah be known for something different, the government could do that with this once-in-100-years project that is the old bridge. I am appealing to the government one last time.

**MR J.R. QUIGLEY (Butler)** [10.22 pm]: I also rise to make a contribution on behalf of the constituents of the electoral district of Butler on the Appropriation (Consolidated Account) Capital 2014–15 Bill 2014. It is appropriate that I speak after the member for Mandurah, for although Mandurah has not yet been included in the metropolitan region scheme, it soon will be, and it of course bookends the metropolitan area to the south; Butler, of course, bookends it to the north. Many of the problems and challenges that have been laid out before this venerable chamber this evening by the member for Mandurah are reflected in the electorate of Butler. The member for Mandurah was talking about Meadow Springs Primary School and the schooling challenges faced in his electorate, and how there has not been adequate planning for the huge population explosion in the City of Mandurah, and the seat of Mandurah.

Of course, that is reflected at the other end of the metropolitan area, at Yanchep. I was privileged to be a guest at the opening of two new primary schools in my electorate on Friday: John Butler Primary College, unsurprisingly in Butler; and Yanchep Beach Primary School in Yanchep, off Lindsay Cove. Both these primary schools are very high quality builds, providing good facilities for the children of my electorate in those two areas; I was very impressed on my walk around the schools. I think the Building Management Authority has done an excellent job in the delivery of these two educational assets. Where the planning has been let down horribly is the

**Extract from Hansard**

[ASSEMBLY — Tuesday, 24 June 2014]

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government's cancellation of the \$10.5 million to refurbish and supply extra facilities to Yanchep District High School. This did not form part of the government's election promises; it was more serious than that. It was November, well before the election period, that the government announced it would be spending \$10.5 million on Yanchep District High School. I just take a moment to remind the chamber of some of the features of Yanchep District High School. As I said, it is a junior high school; that is, it runs from kindy through to year 10. It was the principal educational facility in the area, and still is, I suppose, even though we have two new schools in the area—one up at Two Rocks and now Yanchep Beach Primary School. It was the principal educational facility for the holiday and fishing village that Yanchep once was when it was accessible only via Wanneroo Road and Old Yanchep Road. It was very well regarded by the local residents; obviously, in remote areas, schools become the focal point of community life, and such was Yanchep District High School. There was a lot of excitement in the community when the Department of Education came up and met with the school council on numerous occasions to make plans for the upgrading of Yanchep District High School. Those upgrades included the provision of a couple of science classrooms, a couple of technical drawing classrooms, some facilities for the teaching staff by way of a modern staffroom in the office block, and the provision of toilets and change rooms for children participating in sport.

That school is where the polling booth is in Yanchep, and I am sure the government's vote was somewhat buoyed by the announcement it made some months before the election—not part of the election campaign—about the upgrading of the high school. Then, very secretly—very sneakily, I might say—like a thief in the night, the government cancelled that spend in April or May. It did not make any big announcement about that, but as people were making inquiries as to scheduling for the commencement of works, it began to leak out that the whole plan and the \$10.5 million had been wiped from the government's program. As I said, it was not an election promise, it was part of the government's program, and this has left a lot of families in Yanchep stranded.

I was made aware that teachers from Yanchep District High School were in attendance at the opening of Yanchep Beach Primary School in Lady Lindsay Cove, Yanchep, and they had been asked by students at the high school pass on letters of protest. I stress that this was not a school or P&C association initiative; students, of their own volition, wrote letters of protest to the Minister for Education and asked staff to pass the letters on. I did not participate in the passing-on of those letters, but I understand that they were passed on, and they were written by year 8 and 9 students who were worried about their future. It had hitherto been argued—when I say “hitherto”, I mean before 2013—that Yanchep District High School was a 20-minute bus ride away from Yanchep, in Mindarie. I have not been there, but that school was based on the model of Comet Bay College—a year 11 and 12 high school, principally to take children from Kinross College, which itself went up to year 10 and was situated south of Mindarie Senior College, and to take years 11 and 12 from Yanchep District High School. Let me tell members that Mindarie Senior College is itself a sensational institution of the highest quality and an enrolment there is much sought after by people in that area. The school adjoins Peter Moyes Anglican Community School, a co-ed college, which in turn adjoins Quinns Baptist College, which also runs to year 12. That is a real education precinct, and there is a little bit of movement between those colleges of children trying to get from one college to another, often because of friendships with other children. Let me tell members that Mindarie Senior College is of the highest quality and is sought out by many families who already have their children in private colleges out there because they cannot get into Mindarie Senior College just out of the block; it is very hard to get into. This has caused a problem at Yanchep, because the children at Yanchep have been told that just because they are in a junior district high school at Yanchep does not mean they will join their brother who is already at Mindarie. Mindarie is full, so the Department of Education is going to have to start drafting the children and some will have to go to Butler College. The department is breaking up this educational institution and putting some children in Butler College, which opened at the start of 2013, and some will have to go to Mindarie. The community at Yanchep feels as though it is being pushed hither and thither by not keeping together the cohort that has gone through school and wishes to remain together and support each other. What has happened in Yanchep education-wise is a disaster.

When we look at the Appropriation (Consolidated Account) Capital 2014–15 Bill 2014, we notice that the appropriation for education is \$330 858 000. A lousy \$10 million was chopped out of this—I say “lousy \$10 million” in the context of this bill appropriating \$330 858 000—and was a very harsh decision taken against the community of Yanchep. The community will not forget that at the next election when they go back to that high school to vote again. It will not be enough for this government to say on the eve of the election, “Trust us. Vote for us again and next term we will do something about your educational facilities in Yanchep”. I do not think the government will get away with having a lend of the good folk of Yanchep twice in a row.

The issues that are facing the constituents of the seat of Mandurah, as I said, are replicated in Butler, where we have had this phenomenal growth and capital expenditure has not kept pace with that growth. There is an argument about which is the fastest growing area, but I think at the moment that northwest coastal strip probably sneaks in front of Mandurah, but its infrastructure is left way behind that of Mandurah. Mandurah, for example,

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has a dual carriageway—Old Mandurah Road—all the way down to Mandurah. I owned a property at the Mary Street Lagoon in Mandurah, and used to live there. I am just trying to think; it was about 1992 that the dualling of that road down to Mandurah was being finished. That was 22 years ago, and I can recall driving down there when that road was being dualled.

**Dr K.D. Hames:** What is your population in Yanchep? How does your population in Yanchep compare with that of Mandurah?

**Mr J.R. QUIGLEY:** The population in Mandurah is larger because there are more developed places along the way, such as Secret Harbour, Golden Bay and the like. The problem with Yanchep is that there are two roads from Yanchep. One of them is Wanneroo Road. If people get on to Wanneroo Road at the top, they will find that it is still not a dual carriageway at Old Yanchep Road, and it is still not a dual carriageway down at Hester Avenue. But if people get on to that road, they have to somehow work their way back towards the freeway, because if they keep on going south and south on Wanneroo Road, they will end up gridlocked as they go further south on Wanneroo Road. A lot of people choose to go along Old Yanchep Road and Wanneroo Road, and then, amazingly, cut back at Hester Avenue to try to get back to Burns Beach Road eventually and the top of the freeway. All these breakout settlements are happening along there now, and at speed, as the member for Ocean Reef would be well aware. As for the other ministers, I doubt whether any of them have been up there for quite a while. But we have seen Eden Beach, Shorehaven and Amberton—suburbs that would be unknown to most of the people in this chamber —

**Mr A.P. Jacob:** Amberton has the best playground, in my opinion.

**Mr J.R. QUIGLEY:** I do not think Amberton has the best playground. The minister might have seen it on the weekend that it had the best playground. He is winding me up now, because this is the playground I have mentioned in this chamber before. In accordance with the local structure plan, Stockland, the developer, fitted out the park with equipment for children to play on and for adults to exercise on. There was a little rent-a-fence around the park while it did all this, and there were celebrations one weekend when the rent-a-fence came down. The developer came in and put on a little do in the park. As I recall, it brought along a pig, sliced it up and gave it away in bread rolls, and there were cappuccinos. It was quite a celebration. The Minister for Environment is winding me up because he knows what happened on Monday morning. The rent-a-fence people came back, put the fence up around the park and then dismantled all the equipment in the park that the residents had been waiting for forever, because the city said that the developers had spent too much money on this equipment and that it was of too high a standard for the people of Amberton and was to be removed forthwith. There was a great big argument about all this. I have to say that Mayor Tracey Roberts relented and allowed a barbecue and a drinking fountain to be brought back. That is what we now have in this park 45 kilometres north of Perth. There are two slides on the grass slope, and we have just got the barbecue back, which was there before, member for South Perth—I know that the member has beautiful parks in South Perth with equipment and so on—but the drinking fountain has still not been hooked up. That is what we are dealing with 45 kilometres north of Perth. To cut back to the chase of this bill, running north from Butler we have the road to Yanchep. Out of Butler, there might be a kilometre or two kilometres that are dual carriageway, and then it is single carriageway right through to Yanchep. The Minister for Transport had his big publication in *The Sunday Times*, which has now embarrassed him. At least he appeared embarrassed in this chamber today when it was revealed that what he was talking about, with carpooling and of all that, was just regurgitating a press release that governments put out every couple of years when people talk about traffic jams—“Let’s talk about carpooling.” I can remember when there was talk about carpooling and the northern extremity of the freeway was Grantham Street. They were already talking about carpooling and that was in the 1970s! The government just pulled this press release out and ran it again. What is happening along the strip is dangerous, because there is not a dual carriageway, but one lane each way. There are no traffic lights or roundabouts at a lot of those new settlements up there because they have not been developed to that level. Trying to get out of the suburbs onto Marmion Avenue, which has a speed limit of 80 kilometres an hour and is a single carriageway, at 7.30 in the morning is a frightening exercise. This has nothing to do with CBD projects like Elizabeth Quay or the sinking of the railway et cetera; this is 45 kilometres away. This is just not putting in the right infrastructure in the electorate of Butler and putting people’s lives at risk. There are bad traffic accidents up there because the population has exploded beyond the capacity of the infrastructure.

I accept the point that the member for Mandurah made about his lack of belief that there will be megacities developed in the north of Western Australia—certainly not in my lifetime. I believe this too because that area is unlike the north coast of Queensland. There, all these agricultural industries spawned their economic base, be they people supplying equipment to cane farmers or peanut farmers or whatever. There was a whole economic base up and down the north coast of Queensland. It was not as if someone came along and found a pot of gold or an amount of iron ore and said “Let’s dig this up.” We know what happens in Western Australia. Where do the

workers want to live? They want to live in Perth. They want their families to live where there are top-flight educational, health and entertainment facilities, and where they can go to the footy on the weekend when they are back. The Dampier Sharks at Dampier oval are one thing and I have enjoyed a couple of games out there myself, but that is not to be compared with Patersons Stadium on Saturday afternoon with the Dockers in full flight, which they were last weekend! People want to live where the action is and so where are they choosing to live: in the outer areas of metropolitan Perth. With this huge mining explosion, the electorate of Butler is seeing this huge population explosion. We talk about royalties for regions, but the people who are sweating and digging up the rock, the people who are driving the Haulpaks, the people who were up there in the 38 degree heat are in Butler on their days off. When they come back home, the infrastructure is not there. I am not running Butler down, do not get me wrong. Geographically on the ocean there, it is beautiful. Even Superintendent Charlie Carver, who is well known to most members in this house for his excellent work on the organised crime squad and all the amphetamine factories he busted open, says he worries about the youth in his suburb of Alkimos, because what do they do on Saturday afternoon? One of the developers put on a turn recently, as the developers are wont to do in their little parks. I encourage them; they are fantastic. I was there with Ruby and Lily and they had face painting, clowns, jumping castles and whatnot. They are catering for children aged from one through to about 10 or 12. Once they get past 12—as we know, children of this age start to separate from their parents a bit—what do they do up there? A few of us were trying to have a conversation at this little event that had been put on but we could not hear ourselves talk because unlicensed trail bikes, being ridden by what looked to be 14 or 15-year-olds, were continually belting around. That is what the young boys do up there; they get hold of trail bikes and ride through the endless sandhills because there are no football ovals or basketball courts. I remember that there was a basketball court in the first electorate that I represented. I am not saying that basketball courts are the be-all and end-all but there was a basketball court and gymnasium on Scarborough Beach Road in Scarborough. They built a new one where Scarborough Senior High School was. There is another one in Hamersley. My elder children from my first marriage were there every weekend, either participating in gymnastics, basketball or other sports. There is nothing like that up north.

I am aware that the state has a credit balance in the metropolitan regional development fund—the minister might correct me if I am wrong—of about \$186 million. The minister is not interjecting on me and saying that that is wrong. That money is not being spent because when we look at the net overall balance of the state, that \$186 million is underpinning state debt. Whilst it is sitting there, it is an asset. If it is spent in my electorate, it is gone.

I have said on a previous occasion that Joondalup is about halfway to Two Rocks. We will argue over a couple of kilometres. There is no swimming pool north of Joondalup. We have this massive population moving in. The schools cannot take kids to the pool and train them. They have to put them in a bus—half a day to the best part of a day is wrecked—and travel about 20 kilometres to try to get into the arena. I have done a lot of laps there myself. There is a pool with about eight to 10 lanes and another pool. The schools book to the last minute because every school in the north has to get into that one area. I know that things like swimming pools cost money but all these people in my electorate are going away, working up north—a lot of them in the mining industry—and paying big taxes, and their families do not have the facilities. Let us dig into the metropolitan regional development fund. That is what it is for. I know that the City of Wanneroo is desperate. If this government does not do it soon, it will be caught out. It should buy land off the developers to build not a district sporting complex but a regional sporting complex like Kingsway Sporting Complex over in the City of Wanneroo. It is badly needed. We have a pool, basketball courts and open playing fields for a regional facility. All they are hoping for at the moment is a little park here and a little park there.

I had a grievance with the Minister for Planning the other day about amendment 122 to metropolitan scheme 2 relating to the ovals at Yanchep. We know that that meeting took place at the Western Australian Planning Commission yesterday, and we hope that a good result came out of it. But also in Amberton, there were to be district playing fields. A local structure plan for two district playing fields was approved. A lot of residents went around purchasing land on the expectation that the local structure plan, which had been stamped by the planning commission, would be adhered to. They were borrowing allotments within kicking distance of ovals that were going to be developed in Amberton. Although this has not been revealed to the residents—but I am onto it because I put in a freedom of information application to the minister and the City of Wanneroo—that local structure plan has now been altered and the ovals are now being ripped out of Amberton; I believe one going up to south Eglinton and one to north Alkimos on the other side of Marmion Avenue. Although I do not want to decry the provision of ovals in those areas—there are no residents in Eglinton yet but they deserve a couple of ovals—the government cannot rip out a facility that the local structure plan has already provided for and on which developers have sold land and people have purchased land, and then swing around and say, “We’ve got your brass now, and without telling you and without a letterbox drop, we are altering the local structure plan and splitting up the two ovals into two discrete ovals and putting them on the other side of Marmion Avenue to the

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north and south of you.” That is just too rich. We agree that there should be ovals in Eglinton and Alkimos, but they should never have been provided at the expense of the Amberton ovals.

Finally, I want to conclude by talking about policing. We know, from the last time I was on my feet speaking on this matter when the Treasurer was in the chamber, that the government spent \$600 000 on the provision of police assets in Clarkson to put 12 detectives there. They have not been there 12 months and now the government is pulling them out again and they leaving later this year. We heard about what happened in Mandurah. The government flooded Mandurah with 70 police and brought crime numbers down. It did the same in Armadale, and the Minister for Police was insanely yelling at me across the chamber, “Do you know you’ve got 1 800 home burglaries in your electorate?” I just say, “Doh, because we have not got enough police.” When I look at the police budget of \$70 million in the bill, I ask: how come the government spent \$600 000 on providing police officers that would solve this and now it is ripping them out?

**MRS M.H. ROBERTS (Midland)** [10.51 pm]: I rise to speak on the third reading debate of the Appropriation (Consolidated Account) Capital 2014–15 Bill 2014. In doing so, I reflect on the words of the Premier when he was re-elected in 2013, and indeed what most Premiers have said upon election; that is, words to the effect that they will be governing for all Western Australians, just as those elected as Prime Minister of this country often say that they will be governing for all Australians. When one looks at the decisions of this government on capital expenditure, it is a clear indication of a government that is not governing for all Western Australians. It seems that, despite the fact that the state has lost its AAA credit rating and despite the fact that debt has blown out massively since the government was first elected in 2008 when state debt started out at only \$3.6 billion, state debt is now heading somewhere north of \$30 billion within this term of government. I find that very disturbing. However, this is a big-spending government. This is a government that has incurred massive debt. When I have a look at those spending priorities, I see that the capital spending is very, very skewed. Quite clearly, there is enormous capital expenditure occurring in the CBD on those city projects. Most people are very aware of what is happening at Elizabeth Quay. This government likes to pretend that somewhere down the track it will be getting a financial dividend. The fact of the matter is that these are very, very expensive projects and they are costing us dearly; likewise with the football stadium. Although I, along with most people, will clearly enjoy going to the stadium, I have heard many people questioning why the government would spend that amount of money for 20 000 extra seats for football goers. Indeed, even the Treasurer himself has expressed some concern about that and questioned whether it was a decision that he would have made. However, of course, he has come more lately into the Treasurer’s portfolio. Yes, in an ideal world, we would all like to be able to spend that money and do flash things like build the pedestrian bridge that is planned to go across to Burswood. It looks nice in the pictures, but it will be very expensive. There are people in our community who have needs. Although I have no objection to money being spent in the CBD, I point out that in some electorates no expense is spared. I look to the electorate of Scarborough, for example, and see the \$60 million revitalisation project taking place at the beachfront. My constituents are only too well aware that MRA once used to stand for Midland redevelopment authority but now stands for the Metropolitan Redevelopment Authority. Previously, there were separate authorities, originally at East Perth and Subiaco, and latterly at Armadale and Midland and other locations, but this government has created the Metropolitan Redevelopment Authority and it has basically given itself carte blanche to go into the electorates of its choice. It has gone strongly into the electorate of Scarborough. A Metropolitan Redevelopment Authority electronic newsletter that I found on the internet, dated 31 March 2014, entitled “Statues watch over Scarborough Beach”, states —

A public art piece has been unveiled at Scarborough Beach honouring the area’s surf lifesaving history, in time for the start of the 2014 Australian Surf Lifesaving Championships (*The Aussies*).

The art piece - titled “Watch Over You” by Tony and Ben Jones – is in the form of two bronze surf lifesavers casting a watchful eye over the ocean from the bottom of the Scarborough amphitheatre.

The bronze statues are part of the early improvements to the Scarborough beachfront, which is set to benefit from a \$60million revitalisation by the Metropolitan Redevelopment Authority, in collaboration with the City of Stirling.

MRA CEO Kieran Kinsella said the bronze statues recognised the importance of surf lifesaving to Scarborough and its continuing importance to the local culture and identity.

There is more to that clipping, and I am not going to read it all out but I make the point that the government is so cash stretched that it has to up the electricity rates, up the gas rates, send water bills out every two months, slug people to park at train stations, put up train fares, put up people’s vehicle licences and remove some of the personal concessions for vehicle licences—people are having huge imposts put upon them—but at the same time there is still a lot of largesse in this capital budget and the government is actually spending principally in its own electorates.



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Members will be aware that promises were made for my electorate, but it is more than passing strange that I do not see \$60 million for Midland. In fact, Midland was promised \$22 million for a university in Midland, plus the land on which it would be situated. Midland has yet to see that. I have looked through the capital appropriation and I cannot see the \$22 million that was promised. I have highlighted that a number of times. I remind the house of a press release put out by the Liberal Party during the campaign, entitled “Support for eastern suburbs university”, which states —

- **Bright future for a university campus for the eastern suburbs**
- **Curtin University to be given opportunity to establish Midland campus**
- **\$22million and State Government land provided to help make concept a reality**

Premier Colin Barnett has announced the Liberals’ plan, if re-elected, to see the establishment of a university campus in Midland to provide tertiary education opportunities to Perth’s eastern suburbs, hills and regional areas.

“We are committed to providing better access to tertiary education to people in the eastern suburbs and promoting opportunities in this region,” Mr Barnett said.

“A university in Midland would serve people across the east metropolitan region including Ellenbrook, Forrestfield, the Swan Valley, the hills and regional areas.”

Mr Barnett said Curtin University had a clear interest in delivering tertiary education to Midland.

That press release goes on. Where is the money? Show me the money. It is certainly not in the budget. I note that this government does not follow prudent practice. I sat in cabinet when Hon Eric Ripper was Treasurer and he was an absolute stickler for putting things in the forward estimates. He kept looking at the spending envelope for the next year and the year after that. That is why we have forward estimates and that is why we plan over four years. We do not have some hope that iron ore prices will go up or we will have a windfall gain. We do not plan to start selling the state’s income-earning assets if the rot sets in, which is what this government has done. We have seen it incur enormous debt. As a result of its enormous debt and the interest bill that we now all have to pay as a result of its profligate spending, we are seeing benefits in areas where people are much better off. However, the people in low socio-economic areas, including some suburbs in my electorate, are suffering the most and feeling the brunt of the pain of the government’s interest payments. They have to deal with all the increased costs, but they are not getting the benefits.

I will make the comparison between the \$60 million provided for the redevelopment of Scarborough and the \$22 million needed for the Midland university that does not even feature in the budget and is not in the out years. Again, in an ideal world in which there is no pressure on the budget and the state is doing well, it would certainly be worthy to redo Scarborough Beach, and I am sure the people of that area will enjoy it. However, \$60 million is a lot of money. We know that the government spending trajectory is unsustainable and that it will have to make some cuts over the next few years or by the end of its term we will have the most astronomical debt. That is the way in which the government has been incredibly irresponsible. The Premier has a record for doing things on the never-never. When he was Minister for Education, he overspent his budget in education nearly every year. The then Treasurer kept trying to rein in the education budget. He was given good budgets, but the then Minister for Education overspent them. His direction to his department clearly was to not worry about what was in the budget papers and to spend the money, and Treasury would have to top-up the education account. It seems that he has taken the same attitude to the job of being Premier and being in government for these two terms. People in my electorate have certainly not seen the benefit of that. It really adds insult to injury when the Premier comes out to the electorate during an election, promises a lot, has cheesy shots at things such as the Yellow Bird Project, which was doing a really worthy job in the community off the smell of an oily rag, and he cuts those funds. He had a great photo opportunity at Yellowbird in the lead-up to the election, but afterwards that money went; it has been taken away.

There were no real details on the Midland university at the time and we have no further details now. I read what everyone else reads. The Premier promised that he would deliver a university. The decision was not based solely on getting a school of medicine there; the quotation he read out led people to believe that there would be a range of opportunities from Curtin University in other areas. None of that looks as though it will come to fruition anytime soon. This is a complete insult. From what I read, it will be really difficult to get another medical school approved by the Abbott Liberal government in Canberra. Curtin University has to get approval from Canberra for a medical school. That is something the Premier well knows. Maybe when he made the promise to the people of Midland, he had the fingers of both hands crossed behind his back, thinking that this was a really good lurk.

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I have also seen negative comments in the paper attributed to the Australian Medical Association. The AMA suggests there are not the clinical placements for more medical graduates in Western Australia. That is not my area of expertise, but it certainly rings alarm bells with me when the Premier makes a promise that is based on a couple of what-ifs—what if the federal government gives a medical school to Curtin University? Even then, Curtin University has not committed that if it got a medical school, it would actually be built in Midland. I say to the Premier: let us start looking at other options. Let us see the colour of the Premier's money. Perhaps the Leader of the House, who is here—who is also the Minister for Planning and is responsible for the Metropolitan Redevelopment Authority—can give us an assurance that the land that is available, at so-called peppercorn rent, will remain available and that it will not be sold off or leased out for some other purpose. That land needs to remain there if we are ever to have a university delivered in Midland.

The Premier perhaps needs to widen his options. Tell the truth, Premier: is it really likely that any time in the next five years there will even be approval, let alone the start of construction, of a university in Midland? If that is not the case, the kind of promise on the never-never might be something that could be delivered in, who knows, 10 to 20 years' time? That is an awful long time for people to wait, especially when back in 1996 the then Liberal government promised a university for Midland. In fact, it had the audacity to drape the Midland Town Hall with a sign "University now in Midland". That was because a few classes from Edith Cowan University were being run out of a couple of rooms on the workshop site. That was not a university at Midland. The Liberal government at the time placed full-page colour advertisements in the TV magazine. It draped a big sign across the university in the lead-up to the election—which was ultimately held in December 1996—pretending that this was just the start and that a university would follow. What we saw over the next four years was absolutely nothing. There was no progress whatsoever by the then Court government, in which the now Premier was a senior minister, towards delivering a university in Midland.

When I made the point that it seems that there are haves and have-nots, the Premier and his ministers continually ignored Labor members of Parliament. In ignoring us and our electorates, he is ignoring a goodly proportion of Western Australians for the sole reason that they actually voted in a majority way for Labor representation. I think that is just wrong. The concept of the Westminster Parliament is that we represent our constituencies. Whoever is in government should treat the members with respect and should meet with them and discuss issues on behalf of those members' communities. I think it is more than hypocritical that when we were in government and I was a minister, the now Premier as the member for Cottesloe approached me on a range of things to do with his electorate. I think virtually on every occasion I was happy to meet with him and happy to address his concerns. If I was doing anything in Cottesloe, I was certainly happy to advise him of that. He had some constituency issues on a range of things, including the usual Homeswest matters. If the Premier tells the truth, he will say that his constituents were treated very fairly certainly by me and I believe other ministers in the Labor government. What we see now is the reverse.

I also cite the example of the Guildford Hotel, which again is a matter that affects the budgets of the Minister for Planning and the Minister for Heritage. I have said that the history of Scarborough Beach and the Scarboro Surf Life Saving Club is certainly important, and \$60 million has been allocated towards that. However, for the people of Guildford, the Guildford Hotel is a significant site in a significant heritage-listed town. It is the entry point to the Swan Valley. It is also a point that people travel through on their way to the hills and the like. It is a real entry point to our part of the eastern region. It has enormous history; indeed, I referred to some of the early history and the early times of the settlement of Midland and Guildford the other evening during another debate. We cannot underestimate the history of that area or the iconic significance of that particular landmark building in Guildford.

The hotel burnt down, from my recollection, about a week before the current government was elected, so I think it is coming up for its sixth anniversary in September this year. That is six years without a roof on the structure and six years without any action being taken. Although some people are saying that there is some light at the end of the tunnel now and that the developers will develop the hotel, we certainly have no guarantees about that. What would have been good in this circumstance is if the government had stepped in at a much earlier stage and looked at acquiring the site and restoring the hotel and putting it to some community or other use or, indeed, if it is so cash-strapped, restoring it and putting a caveat of some kind on it. These are all options that the government did not take up. For example, the Minister for Planning could have used the Planning and Development Act to put an improvement notice over the site; the minister could still do that, and I urge him to do so. If we do not see the colour of the money of the current owners and they do not develop the site in accordance with the plans that have been approved and, I believe, are likely to soon get a renewal for a further 12 months by the City of Swan, he could step in and use the compulsory acquisition powers provided to him under the Planning and Development Act. I feel that, if I lived in the western suburbs or if I were a Liberal member of Parliament, this government might have taken a little more notice of that and done something before now. We might have seen

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the colour of the government's money. For a truly insignificant amount of money when compared with the cost of some of the big projects that this government is doing, money could be invested in the capital infrastructure with heritage significance in Guildford. I am no doubt biased, as the member for Midland, which includes the area of Guildford. I think that the history of the historic town of Guildford is more important than the surf lifesaving history of Scarborough Beach. I know that others will differ from me on that point, but I think that we could enjoy just a little of the government's largesse, especially when we will not be getting the \$22 million that it promised us in this term of government. I cannot see a way that that will be delivered. I call on the Premier to engage with me, as the member for Midland, to get something to happen and work with me on a bipartisan approach towards getting a university in Midland. I think that the way he has attempted to play politics with this issue is just plain awful. The City of Swan genuinely supports tertiary education being delivered in Midland and I genuinely support tertiary education being delivered in Midland. I call upon the Premier to be real. If he cannot deliver a medical school for Midland any time in the next few years—I fail to see how he can because it requires the Abbott government approving it—what can we have in Midland? Let us be real; what can we put the \$22 million towards to provide some tertiary education from Curtin University or the other universities?

In the remaining time I want to refer to a couple of other areas of the budget, one of which relates to page 66 of the *Budget Statements* and the Minister for Environment; Heritage. I notice there is an appropriation of \$1 750 000 for the Heritage Council of Western Australia, and an appropriation for \$435 000 for the National Trust of Australia (WA). The minister may be aware that I met with a representative of the Fly By Night Musicians Club in Fremantle today; I am concerned—this also affects, clearly, the Minister for Culture and the Arts—because it has enjoyed, up until now, \$28 000 per annum towards the \$35 000 rent it pays to the National Trust. That is towards the upkeep of a heritage building. Apparently that funding has been withdrawn, and it has now to apply for it as some kind of annual grant. That makes it pretty unsustainable, and I take the opportunity to briefly call upon particularly the Minister for Culture and the Arts to attempt to ensure the security of tenure. I understand some other commercial operation might be interested in putting in a tender, but I think there is a world of difference between taking what rakes in more dollars for a venue and actually supporting a vibrant arts community in Western Australia, where local artists can develop and have somewhere to perform, like the Fly By Night Musicians Club. I will no doubt get back to that issue on another day, but I put the Minister for Culture and the Arts and the Minister for Heritage on notice that I am certainly looking very closely at this. The Minister for Culture and the Arts should also take into account that the arts community in Fremantle has already lost the Deckchair Theatre Company and Kulcha Multicultural Arts of Western Australia, and it now appears that the Fly By Night Musicians Club is under threat. I think this is an awful outcome for the arts community and a particularly awful outcome for Fremantle.

Before I sit down I want to turn to the Police budget. An amount of \$69 969 000 is allocated to Western Australia Police as part of this capital budget. That is not a large amount of money for capital expenditure in Police by any stretch of the imagination. In division 32, part 7 of the budget papers on page 369, that figure of \$69 969 000 is replicated. What is really disturbing is that when one looks at the 2013-14 budget, we thought Police was getting a capital appropriation of \$43 554 000 for the 2013-14 budget—that is what we were told this time last year—yet when we look at the estimated actual capital appropriation for 2013-14 for Police, it was a mere \$3 031 000! That is a massive loss. No doubt what has happened is that some of these projects have been pushed to the out years, but in reality if one takes that into account there was an underspend on last year's capital appropriation of \$40 million. It may well be that that \$40 million has been pushed forward and now forms part of the \$69 million that is sitting there. In effect, it means that this year's allocation is really only about \$29 million, assuming that the government has not abandoned the projects it was going to spend the \$40 million on.

Again, when we look at the out years for the capital appropriation, we see that \$36 153 000 is allocated for 2015-16, \$28 653 000 for 2016-17, and just \$11 033 000 for 2017-18. This will quite clearly lead to some very dilapidated police facilities; the police have a lot of facilities, and certainly many of them will need upgrading. When we look at what is listed for their capital works this year, we can see that it is fairly paltry. In fact, I notice that some of those capital works appropriations are well under what the government promised before the election. Again, we have a series of broken promises. For example, CCTV cameras for hoons are listed under new works, with an appropriation of \$170 000—a mere \$43 000 per year, yet the government promised, to my recollection, something like \$1.3 million according to a press release that went out before the election, so that is well short of what was promised.

That is a deceit upon the people of Western Australia, and it is very similar to the money that was promised for CCTV in crime hot spots—something in the order of \$13 million was promised, but only about \$3 million or thereabouts has been delivered. Again, that is about a \$10 million shortfall against what was promised. At the same time, we are seeing little restraint on expenditure on capital works in a range of areas, particularly in seats held by the Liberal Party. I call upon the Premier and his Treasurer to focus more on the eastern region and the Midland area, and to deliver some of the things that they promised at the election.

**Extract from *Hansard***

[ASSEMBLY — Tuesday, 24 June 2014]

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**DR M.D. NAHAN (Riverton — Treasurer)** [11.22 pm] — in reply: I thank everybody for their contributions to this long debate, and I commend the bill to the house.

Question put and passed.

Bill read a third time and transmitted to the Council.

*House adjourned at 11.22 pm*

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