

INFRASTRUCTURE INVESTMENT — POPULATION GROWTH

Motion

Resumed from 21 September 2011 on the following motion moved by Mr E.S. Ripper —

That this house condemns the Barnett government for its failure to invest in basic infrastructure across Western Australia, in particular its failure to purchase additional trains and buses or to construct new roadworks to keep up with population growth.

MR T.R. BUSWELL (Vasse — Minister for Transport) [6.25 pm]: I had just about reached the end of my speech when we spoke last time and I think we should move on to the vote.

MR P.C. TINLEY (Willagee) [6.25 pm]: I rise to participate in this debate. The Minister for Transport might be quite happy to know —

Mr R.F. Johnson interjected.

Mr P.C. TINLEY: It was the member for Belmont. Since everyone is in a state of slight confusion, I might just read the motion out. This motion is “Infrastructure across Western Australia” moved on 6 April last year.

Mr R.F. Johnson: Was it 6 April last year?

Mr P.C. TINLEY: It was on 6 April 2011.

Mr R.F. Johnson: Last year!

Mr P.C. TINLEY: It was last debated on 21 September.

Mr R.F. Johnson: It must have been of burning importance to you!

Mr P.C. TINLEY: Funnily enough, it is as relevant now as it was on 6 April 2011. It was an adjourned debate. The motion is —

That this house condemns the Barnett government for its failure to invest in basic infrastructure across Western Australia, in particular its failure to purchase additional trains and buses or to construct new roadworks to keep up with population growth.

I assure members that things since 6 April last year have not got better, in fact, things have got far worse, as we have seen from more immediate media. Regarding a particular issue in relation to buses, I note that the Minister for Transport announced that the government had purchased 65 new buses and I think they will be needed, because I am looking at a report that shows that in terms of punctuality, Transperth buses, by Transperth’s own key performance indicators, are punctual 74 per cent of the time. I read that as one in four buses being late. The constituents of Willagee, and the schoolchildren particularly, move around the district of Willagee and the southern suburbs, and I am sure this is replicated in the northern suburbs, and they would feel that keenly. I was at Seton Catholic College a few weeks ago and we saw many students at that school, which has over 1 200 students, who were left on the kerb because they simply could not get on the bus.

Mr T.R. Buswell: What day was that, member?

Mr P.C. TINLEY: I think it was before the minister went out there.

Mr T.R. Buswell: I have not been there.

Mr P.C. TINLEY: Has he not? I am sorry it was someone from his department.

Mr T.R. Buswell: Was that the day that the articulated bus broke down and we had to send two other buses?

Mr P.C. TINLEY: No; it is a regular occurrence actually.

Mr T.R. Buswell: I don’t think so.

Mr P.C. TINLEY: We will agree to disagree, because the bus that goes to Hamilton Senior High School is half empty, a reflection on the migration from the public education system to the private education system.

Mr T.R. Buswell: Can I just say in relation to Seton college, just so you know, the principal of Seton college put a solution to us that involved some changes at Hamilton Hill.

Mr P.C. TINLEY: Yes; the extension of the 504 or whatever it is.

Mr T.R. Buswell: We surveyed the parents of the kids from Hamilton Hill who take the bus and did not support what the principal of Seton college wanted to do, so it was a bit of a rock and a hard place.

Mr P.C. TINLEY: What does the minister mean by survey?

Mr T.R. Buswell: My recollection is that it would have meant that the Hamilton Hill students would have got there somewhat earlier than they currently do —

Mr P.C. TINLEY: Would they have had to adjust the start time of the route?

Mr T.R. Buswell: No; the kids would have got there earlier. They would not adjust the start time to the whole school, because it is only one or two bus services. So, on the balance of probabilities I do not think we will be doing anything in relation to that. But there are still plenty of services to Seton college.

Mr P.C. TINLEY: I think it is the school special.

Mr T.R. Buswell: The school special has been removed.

Mr P.C. TINLEY: That is one of the issues in relation to this. I am sure Seton Catholic College will continue on as it goes through the growth plans as the rest of Western Australia will in this boom economy. I also note the railcar delivery schedule option. The minister, by way of interjection, might say we will purchase 15 new railcars for delivery towards the end of 2014.

Mr T.R. Buswell: No; the first railcars will arrive in 2013.

Mr P.C. TINLEY: Correct, sorry.

Mr T.R. Buswell: And I think the final delivery is early 2016.

Mr P.C. TINLEY: Then my information here is slightly late. But according to the government's forward estimates period, the desired delivery rate, but not achievable, is four trains short, is that right?

Mr T.R. Buswell: That's not the advice that I have. What I know is that we have ordered 45 cars—15 three-car sets—at \$164 million. We have to look at our procurement strategy post-2015.

Mr P.C. TINLEY: But according to the minister's own department, and this may well again be out of date, the desired delivery rate, but not achievable—the final total line—is that the government will be four trains short.

Mr T.R. Buswell: I'm not sure about that. That's an assertion you're making.

Mr P.C. TINLEY: That is fine. I can only go on the evidence that is provided through the transparency of this government. How many cars did the government cancel in 2008?

Mr T.R. Buswell: I'm sure you've found that we always answer your questions fully and transparently.

Mr P.C. TINLEY: I have no doubt that the minister attempts to do that. How many trains did the government cancel, when it came into office in 2008, on the basis of the global financial crisis?

Mr T.R. Buswell: We didn't cancel any. No orders had been placed.

Mr P.C. TINLEY: Well, if no orders had been placed, then the government gave up the right to order in 2008.

Mr T.R. Buswell: No. There was no order in place. The former Labor government hadn't ordered any trains. So we didn't cancel any. We placed an order out of the budget last year.

Mr P.C. TINLEY: I do not want to turn this into an estimates committee, but is it true that the window for production from which we could have taken up that order was not taken up?

Mr T.R. Buswell: That's not my advice.

Mr P.C. TINLEY: Okay. Thank you.

Mr J.E. McGrath: This is an interrogation!

Mr P.C. TINLEY: Yes it is; sorry.

Mr T.R. Buswell: I'm wilting!

Mr P.C. TINLEY: I can see; the minister is folding! There might be a red wine calling for the minister, though!

Mr T.R. Buswell: I always have one before I go to bed. I like to support my local electorate.

Mr P.C. TINLEY: I met some people from the minister's electorate today in relation to Margaret River coalmining and the like.

Mr T.R. Buswell: Yes, which we stopped.

Mr P.C. TINLEY: Yes. They are a big supporter of the minister.

Mr T.R. Buswell: There's no coalmine there.

Mr P.C. TINLEY: Not yet.

Mr T.R. Buswell: What are you going to do about it, then?

The ACTING SPEAKER (Ms A.R. Mitchell): Members! Can I encourage the member for Willagee to come back to the topic of the motion.

Mr P.C. TINLEY: We were having fun!

Mr T.R. Buswell: I know that the royalties from the potential coalmine could help support the procurement of additional railcars.

Mr P.C. TINLEY: They could.

Mr T.R. Buswell: But there will not be a coalmine.

Several members interjected.

The ACTING SPEAKER: Members! The member for Willagee does have the floor.

Mr P.C. TINLEY: This motion is about the failure to invest in infrastructure. The particular issue that is close to my electorate and close to the interests of the people of Willagee is around the growing pressures within the city, particularly in the metropolitan area. Of course, there are also some wider issues in relation to the state. I am particularly concerned about the issues around Fiona Stanley Hospital, or what the people there now call “Murdoch City”. According to an economic study done by the South West Group, which is a collection of councils in the south metropolitan area, at the completion of Fiona Stanley Hospital and other projects around that area—not the least of which is St John of God private hospital, which will go to 650 beds—in the very near future, around 37 000 people a day will be working in and around that precinct called Murdoch city. There is a particular stress that the minister knows about in relation to the road network in that area. I understand the constraints of that. I have particular reservations about not grade separating South Street and Murdoch Drive, which has an indicative cost—I am happy for an interjection—of \$40 million.

Mr T.R. Buswell: It’ll probably be \$40 million or \$50 million.

Mr P.C. TINLEY: Who knows what the cost of construction will be as that goes forward, depending on when and how that will be done. The particular concern that I have, and I know there are people who are more schooled in traffic engineering than I am, is that a three-lane turning corner is a particular challenge to negotiate on that road. I am concerned that when we look at the population projections for Western Australia, of which Perth will take the lion’s share, we are beyond Directions 2031, and we are probably beyond the Public Transport Authority’s plan, in terms of the inputs for understanding what the pressures will be and the requirements that will be placed on that area. I am not so sure that an intersection treatment such as that for the movement of traffic to and from the Murdoch city area will be very helpful. In fact, I suspect that as soon as it is opened, it will be congested, not so much just at the intersection, but the tail of the peak will back right into and further congest the precinct of Murdoch.

I believe also that the calculations for the estimated population pressures at that site have not taken into account the 25-hectare development that is proposed for Murdoch University. I visited there for half a day recently, and the plans that they have for that precinct are not insignificant. That raises, of course, the spectre of what to do to relieve the pressure from Murdoch Drive onto Roe 8, if we want to call it that. That will be a particular issue in relation to how that can or cannot join the freeway. It would seem that the obvious solution would be to have a southern exit to the freeway to join that road. That would certainly be useful.

Mr T.R. Buswell: Do you support Roe 8 to deliver that outcome?

Mr P.C. TINLEY: I would support the joining of Murdoch Drive to the freeway.

Mr T.R. Buswell: How?

Mr P.C. TINLEY: Join it to the freeway with an intersection.

Mr T.R. Buswell: How?

Mr P.C. TINLEY: With trucks and bitumen and concrete.

Mr T.R. Buswell: But how will we get the road alignment, because we need to have an east–west road to get from Murdoch Drive across the freeway?

Mr P.C. TINLEY: Correct. So extend Murdoch Drive to the freeway.

Mr T.R. Buswell: Extend it to where? So do you support the extension of Roe 8?

Mr P.C. TINLEY: No, I do not support Roe 8. I support treatment of the intersection, which would be the first stage of Roe 8, and which I know would be a significant cost if it were a full Roe 8. I support—let us call it Roe 7.1.

Mr T.R. Buswell: Okay.

Mr P.C. TINLEY: Just to be very clear, I do not support Roe 8.

Mr T.R. Buswell: Okay. I understand.

Mr P.C. TINLEY: There are bigger issues in relation to infrastructure and in relation to Roe 8. Has the government announced, or is it going to announce, what it is going to do at the end of Stirling Highway and High Street?

Mr T.R. Buswell: We have, much to the disappointment of the City of Fremantle. We have identified the preferred route. That project has now been transferred from the Department of Transport to Main Roads. It is now a road delivery project. Detailed planning has happened. What we will basically do is that the link between Stirling Highway and High Street will become continuous. So effectively people will come down Stirling Highway and there will be a curve to the east, and if people want to go right, effectively towards Fremantle, along High Street, that will be a T-junction. So the whole orientation of that bend will change.

Mr P.C. TINLEY: What was that option? Was it option 4A, or something like that?

Mr T.R. Buswell: Yes, 4A. The City of Fremantle, which does not like trucks—in fact, it does not like anything—wanted a different option. But we are proceeding with option 4A.

Mr P.C. TINLEY: When is that due to begin?

Mr T.R. Buswell: Main Roads has it now and it is doing the detailed planning and design work. I will get some more advice around the delivery. But we are certainly proceeding with it. It is a very important road link. The existing intersection at that T-junction at the bottom of Stirling Highway and High Street is completely inadequate.

Mr P.C. TINLEY: Yes—I live it every day.

Mr T.R. Buswell: That is one of the issues that has been raised with us. In fact, when you look at the design, High Street as you head east will be dug down. It will be lowered.

Mr P.C. TINLEY: A cutting?

Mr T.R. Buswell: Yes, and we will need to work out how we can get access across that into the golf course. But, in theory, if you were playing netball at that big netball centre, Gibson Park, you will not see vehicles on the road, because they will be below where you are.

Mr P.C. TINLEY: How far along will that go? Will it be to the old *The West Australian* building?

Mr T.R. Buswell: I cannot remember. We are going to have to do some treatments to manage the noise around there, with walls, and I have given some undertakings to the local residents that we will do that. But certainly I think it will be a vast improvement for those people.

Mr P.C. TINLEY: The minister will not get an argument from me about that!

Mr T.R. Buswell: The City of Fremantle does not agree, and there are people there who tend the community veggie garden who do not agree. But, leaving that aside, we will push on.

Mr P.C. TINLEY: The treatment of what was then Servetus Street is a very good and instructive example of what can be done.

Mr T.R. Buswell: Yes, down near your old home!

Mr P.C. TINLEY: Once—a long time ago!

Moving on, we often talk about infrastructure in relation to trains, buses and trucks, and roads, and certainly that is the glue or the lifeblood of our economy around the state, particularly around ports and all those other intermodal movements of cargo and people.

The particular concern I have is about the pressures on the economy and understanding what the economy of Western Australia is. Infrastructure for the soft parts of the economy, the human component, is particularly important.

Sometimes statements of the obvious are really important. For example, of the approximately 2 000 listed companies on the ASX, about 840 are housed here in Western Australia. More specifically, as we go into it and look at the subsets of some of those companies, particularly energy companies, we know that by 2015 Western

Australia will be the second-largest liquefied natural gas producer. By 2017 it may even be the largest producer of liquefied natural gas. We are a global player in energy production. We need to take that quite seriously, because what we could potentially end up doing is cutting off our nose to spite our face. We could end up creating a circumstance for ourselves in which we are not maximising the benefits of what we actually have here. If 800-odd companies out of the 2 000 listed on the ASX are headquartered here, we need to ask: what are their needs and what are their wants? One of them, I am sure, is just a straight recognition of who we are and what we do. Too often we talk about Western Australia as just a quarry. Certainly anybody who has dealt with the east coast in politics or in business knows that the prevailing view on the east coast is that we are simply a dumb quarry. Nothing could be further from the truth. The Treasurer has made a lot of speeches, some which I have been at, in which he has been a strong advocate for the idea that this state has a high-tech component to it. That is something we should almost rebrand, and we should have a significant marketing campaign to ensure that we are not just transmitting it to the rest of Australia—that almost does not matter; we need to be transmitting it to the rest of the world, and particularly to the rest of South-East Asia.

More than 110 companies in the energy sector are listed in Perth, representing a market capitalisation of more than \$48 billion, or 39.9 per cent of total listed companies in the energy sector. The city that comes closest to this is Sydney. Do not forget that there are eight million people in the Sydney basin. It has a market capitalisation of \$37 billion. The highest proportion of listed companies in the energy sector are headquartered in Perth; 110 are located in Perth. By market capitalisation, we are by far and away streets ahead of any other city. Those are just some of the underlying facts about the size of Western Australia's economy.

More importantly, what are we in Western Australia if we are not an Indian Ocean state? Too often we talk about where we are in relation to the rest of the country, as in the other states. It is interesting to talk to businesses. Some of them from time to time, quite absentmindedly, talk about the growth of their business, and they say how they export their product. I say, "That's great", wondering what country they export to. They say, "Yes, we are into Sydney and Melbourne." Their idea of export is across the Nullarbor, which is quite instructive. The reality is that Perth is geographically closer to Dili.

Mr T.R. Buswell: Member, there is an element of truth to that argument, isn't there? If you are bringing stuff from interstate and you support local business and local jobs, you seem to be exporting those over east.

Mr P.C. TINLEY: Yes, but their idea of export is across the Nullarbor as opposed to —

Mr T.R. Buswell: I know, but you can see why they have that view.

Mr P.C. TINLEY: Absolutely.

Mr T.R. Buswell: Do you agree with that view, or do you understand why they have that view?

Mr P.C. TINLEY: I absolutely understand it.

[Member's time extended.]

Mr P.C. TINLEY: Perth is geographically closer to Dili, Singapore and Jakarta than it is to any other Australian capital city. In fact, Adelaide, the nearest Australian capital city, is about 2 000 kilometres from here. I believe that underscores the point the minister is making about the mindset in Western Australia. It is particularly isolationist, but it does not necessarily need to be that way.

One of the areas in which I believe we can cement our place globally is in capital markets and investments. I met with the peak body for superannuants in Melbourne a few months ago, and I asked what they need to do to invest in small and mid-cap miners. Their challenge is that they do not have a capacity to analyse the companies of that scale. Do not forget that those superannuation funds and other sovereign wealth funds move in the hundreds of millions and billions of dollars. To get the quantum of investment that they need, they need to be able to analyse it. There is a case to be made for the ASX here in Perth to potentially establish even a second board; certainly there is a need to provide a clearing house for information on how those analysts can get access to the relevant data they need to make investment choices. I think there is a role in that case for start-up funding or assistance from the state government to assist the potential expansion of the ASX into Western Australia, and potentially even the establishment of a second board for a small to mid-cap resource sector and/or innovation fund.

The other point to make is that we are seeing an increasing diversification in the demography of our state. Even in the city of Perth, 33.5 per cent of people are from somewhere else—that is, not Australia. That adds to the richness and vitality of our social story. It is really important for us to embrace that to ensure that we are maximising the need to consider ourselves, as I said, as an Indian Ocean state with a particular focus towards South-East Asia and a growing economy in Indonesia, which does not seem to get a lot of attention. It was interesting to see that the federal Leader of the Opposition was promoting the idea of Asian languages. I wholeheartedly agree. I find it odd that I should be supporting much of what the federal Leader of the Opposition says —

Dr A.D. Buti: The Howard government got rid of a lot of it.

Mr P.C. TINLEY: It did. We should be speaking less German, French and Italian in our schools—with all due respect to members in the house of those nationalities—and more Indonesian, Chinese and Bahasa, which is obviously very good for Malaysia and other countries.

In conclusion, infrastructure in this state is far more than buses, trains and planes. It is all of that, but it is also an investment in skills and the temporal things that define us as a state and as an economy. It is essential for our strategic growth.

DR A.D. BUTI (Armadale) [6.48 pm]: I rise to support the motion that is before the house. Of course, matters of infrastructure and transport, and particularly public transport, are incredibly important to my constituents in the electorate of Armadale. As an electorate on the outer rim of the metropolitan area, it is one in which transport to the CBD is very important.

I have noticed—I think we all have—that there has been a rapid rise in demand for public transport and an increase in congestion on the roads. Once upon a time someone could be quite confident that if they left Perth before four o'clock, they could go south on the Kwinana Freeway and have free rein, no problems at all. Now from two o'clock, the freeway is congested. Part of it, I admit, is due to the works on the freeway, which hopefully will reduce congestion. The only problem with that, obviously, is that sometimes if more space is made, it just creates more private transport.

Mr T.R. Buswell: That is why we are embracing the concept of smart infrastructure.

Dr A.D. BUTI: That is what we would hope would be the case. But, in addition to smart infrastructure, there also needs to be smart investment in the public transport system.

With regard to the Armadale electorate and beyond, I think the government has to reconsider its blueprint —

Mr T.R. Buswell: That is 2031.

Dr A.D. BUTI: Yes. I do not think there is any provision for the extension of the rail line down to —

Mr T.R. Buswell: Member, have you made a submission?

Dr A.D. BUTI: Have I personally made a submission? No, I have not. Although I have not personally made a submission, I supported the city of Armadale's submission. I assure the minister that a number of submissions have been made by people who would agree with the view that the south east corridor has been neglected in that plan. Even the member for Southern River has made a number of comments in the local media about the lack of foresight in that plan for the south east corridor.

Mr T.R. Buswell: Don't you worry about the member for Southern River.

Dr A.D. BUTI: The minister probably will not have to worry about the member for Southern River after the next election; there will be a new member by then. I know that the member for Darling Range is very disappointed about the train line not being extended to Byford. The Serpentine–Jarrahdale local government region is the fastest-growing council region in Australia. As the minister will know, there is already a rail line to Byford and beyond. Presumably, as a former Bunbury boy, he would have got on the *Australind* to come up to the city occasionally.

Mr T.R. Buswell: I may have been born in Bunbury, but I am actually from Busselton.

Dr A.D. BUTI: But did the minister ever get the *Australind*?

Mr T.R. Buswell: I caught the *Australind* many, many times. Unfortunately, I could just about walk home faster than it could deliver me!

Dr A.D. BUTI: That was a bit of a problem at times. The fact is that there is a rail line there. Why the government is not looking at extending the metropolitan train system to Byford and beyond never ceases to amaze me. I am sure that it never ceases to amaze the member for Darling Range.

Mr T.R. Buswell: I am sure that it will be in your election commitment.

Dr A.D. BUTI: We will have to wait and see. At the moment, the area is represented by a member from the government's side. I am sure that he would prefer that the minister consider the need to extend the public transport system to his electorate.

The minister can correct me if I do not represent his statements of recent times correctly, but I think he announced that there would be an additional 3 000 car bays on the Mandurah–Joondalup rail line. Is that correct?

Mr T.R. Buswell: I thought we said 4 000.

Dr A.D. BUTI: It was considerable.

Mr T.R. Buswell: And we are delivering 5 000.

Dr A.D. BUTI: Whether it is 3 000, 4 000 or 5 000 —

Mr T.R. Buswell: It was quite a few.

Dr A.D. BUTI: I know it was quite a few, but what commitment did the minister make for the Armadale line?

Mr T.R. Buswell: Not as many.

Dr A.D. BUTI: I think it was about 300, was it not?

Mr T.R. Buswell: It's harder to put car parks on the heritage lines.

Dr A.D. BUTI: Granted, minister; I agree. But there is a beautiful little area at the Kelmscott train station —

Mr T.R. Buswell: Because I like you, member for Armadale, I'll come down and we'll have a look at it and see what we can do. Where we have got land near the stations on the heritage lines, I will try to activate that.

Dr A.D. BUTI: I thank the minister for the invitation; I will definitely take it up. While the minister is in Kelmscott, he might also consider the possibility of extending the cycle path, because at the moment people can go from Gosnells to the city on the cycle path, but they cannot connect from Armadale to Gosnells.

Mr T.R. Buswell: It is interesting; we have doubled the funding for local governments for cycle paths. I have just signed off on all the money that will flow to metropolitan local governments for cycle paths. The red line was at \$1 million and we were able to slide that red line down to \$2 million. I think that those letters will go to local governments within the next week or two, and you might see some very good outcomes for your area.

Mr P.C. Tinley: Quick; you'd better get a media release out!

Dr A.D. BUTI: I had better get a media release out tonight!

Mr P.C. Tinley: Claim it!

Dr A.D. BUTI: I will claim it; the member should not worry about that. I am sure I can make a joint press statement.

Mr T.R. Buswell: When we come down to fix your parking in Kelmscott, we'll make some announcements about your car parking as well.

Dr A.D. BUTI: That is fantastic. The member for Gosnells will be very happy to hear about the possibility of extending the cycle paths. While the minister is in Kelmscott, we should also talk about the possibility of the —

Mr T.R. Buswell: But apparently it's only a bandaid.

Dr A.D. BUTI: What is only a bandaid?

Mr T.R. Buswell: According to Kenny "Knuckles on the Ground" Travers, it's only a bandaid.

Dr A.D. BUTI: I think the minister might want to address the honourable Mr Travers by his appropriate title.

Mr T.R. Buswell: Hon Kenny "Knuckles on the Ground" Travers.

Dr A.D. BUTI: No; Ken Travers.

MR A.J. WADDELL (Forrestfield) [6.54 pm]: Madam Acting Speaker —

Mr T.R. Buswell: Ah!

Mr A.J. WADDELL: The Minister for Transport says "Ah", and rightfully he should say "Ah" because he knows that I represent the eastern corridor and he knows that he has failed miserably.

Mr T.R. Buswell: When was your first meeting with the Shire of Kalamunda?

Mr A.J. WADDELL: When was my first meeting? It was before I was elected.

Mr T.R. Buswell: Have you met with the Shire of Kalamunda formally since you've become an MP?

Mr A.J. WADDELL: I met with it a week and a half ago.

Mr T.R. Buswell: When did you meet with it before then?

Mr A.J. WADDELL: Many times. At the end of the day, the Shire of Kalamunda has a lot of views about the minister. It particularly loved his transport plan that missed our corridor completely and utterly! I know that he looks smug and says that he will do that. I saw a picture of him in the local paper. I heard him say, "Ooh, yes, it is important that we fix the Roe Highway–Berkshire Road intersection." I was out there the other week, as I have been many, many times. I have been with the former Leader of the Opposition and I was there recently with the current Leader of the Opposition. We announced that in the next term of government we will fix that intersection. We announced up to \$15 million to correct that intersection.

Mr T.R. Buswell: Where's the announcement?

Mr A.J. WADDELL: It is in a press release; it is out there. We have already announced it. The minister should get his intelligence right.

Mr T.R. Buswell: Table the press release.

Mr A.J. WADDELL: I do not have it with me.

Mr T.R. Buswell: There's no press release.

Mr A.J. WADDELL: The minister can speak to the local newspaper; it is there. We have announced it. He is playing catch-up, and everyone knows it. The Shire of Kalamunda knows it; everyone in the area knows it. At the end of the day, the minister has ignored the eastern corridor. There is a new 304 bus service, which is due to come out to the Hillview Lifestyle Village. It is an absolute joke. Why is it a joke? There are four services a day, with the first one at 9.30 in the morning. A person would not want to have a job, would they? They would not want to have to get to their employment! Yet the minister has heralded it as the greatest thing. When is the last service? It is about 3.30 in the afternoon. Let us see what sort of a job a person could have if they start work after 9.30 and finish before four o'clock. They would have to be the Minister for Transport! He would be the only person with such short hours. The reality is that he has failed the people of Forrestfield. He has completely and utterly failed every element —

Mr T.R. Buswell: Table the press release.

Mr A.J. WADDELL: I will table the press release if the minister's people are so slack that they cannot even read a press release. It is on the Leader of the Opposition's website. It is on my website. It is out there. We have announced it. I wrote to every person in Forrestfield to tell them about it. I am sure that they will be sending the minister letters asking him why he is not doing it and why he has been in government for four years and has failed to do anything. They are the questions they are asking. They are asking why the minister has not done anything about public transport in the area. The people in Maddington and Kenwick are asking why their train stations are withering on the vine and why they have the most dangerous train line in Western Australia. They know it is because of the minister's failure. I say to the Premier, who is sitting there smiling, "Leave this joker in place", because he is the greatest asset I have. He has absolutely and completely failed to deliver anything to the eastern suburbs. There is a place east of the airport. It is not just that bit that he flies over to go to Canberra. We are ignored and we are tired of it. In fact, it is a growth area. It is an area where fly in, fly out workers are basing themselves these days. It is an area that is going through tremendous growth. Every day I get a story from somebody about why they cannot catch a train or a bus in the area. They are asking me these questions every day.

Several members interjected.

Mr A.J. WADDELL: Since when is Peter Collier's couch in the minister's electorate?

They are asking me why our bus services are substandard and why our area is not in the 2031 transport plan. These are the questions they are asking me.

Several members interjected.

The DEPUTY SPEAKER: Minister and member for Forrestfield, we are going to get absolutely nowhere when people are shrieking across the chamber. So let us try to bring some order back into the discussion.

Mr A.J. WADDELL: There is complete order. The point that I am making is that the minister is a complete failure; we have a complete joke over there, and he keeps trying to drown me out because he does not want it on the record that we are trying to get things done out in my electorate. He does not want it on the record that he is an absolute joke who forgot about the entire eastern suburbs and who now belatedly, when there is an election on the horizon, has said, "Oh, we'd better do something." He will not talk about his candidate, which is an absolute joke. He tells lies in his pamphlets, saying that he is a local teacher, when he actually works out in Armadale.

Debate adjourned, pursuant to standing orders.