

**INFRASTRUCTURE AND TRANSPORT PLANNING —
NORTHERN METROPOLITAN CORRIDOR — GOVERNMENT PERFORMANCE**

Motion

MS R. SAFFIOTI (West Swan) [4.00 pm]: I move —

That this house condemns the Liberal–National government for failing to adequately plan for the infrastructure and transport needs of the growing northern metropolitan corridor.

It will be no surprise to people in the community to know that this government has neglected the transport and infrastructure needs of the suburbs. There are many places around the metropolitan area—whether it be the south east corridor down in Byford, the Harrisdale and Piara Waters area and some of the other growing areas, particularly in the east—where the government has not made infrastructure and transport a priority and has no plans to provide certainty in the future. The northern corridor is an example of this. Many of us know that population growth in the northern and north east corridors has been incredible, particularly over the last five to eight years. There is a lot of discussion about population growth in this chamber, but I think one of the most interesting aspects is the explosion of new suburbs and new communities in a very short time in the outer suburbs, including in the electorate of my colleague the member for Butler, on the way to Yanchep. I had an opportunity recently to take a drive with the member for Butler—luckily he was not driving!—up to —

Mr W.R. Marmion: That was below the belt!

Ms R. SAFFIOTI: It was, and he can have a go at me when he stands up!

We drove up to Yanchep and saw the significant growth and the number of houses that have sprung up in that district. In the north east corridor, part of which I represent, there are new suburbs like Brabham and Dayton, the continued growth of Bennett Springs, and Ellenbrook, which is nearing the completion of its growth phase. We see significant infrastructure needs but we do not have a plan to deal with it.

I know the government is obsessed with the Labor Party’s “little red book”, but I too am obsessed with the Liberal Party’s “little blue books”. I like going back to the “Liberal Plan for the First 100 Days of Government” document from 2008. Do members know what the Liberal Party committed to doing in 2008? It committed to immediately commence working on developing a blueprint for an integrated public transport system. Eight and a half years later, the government has commenced work—not within 100 days, but after eight and a half years.

Mr J.R. Quigley: Multiples of 100 days!

Ms R. SAFFIOTI: Multiples! I had calculated it, but I did not prepare those numbers for today. After eight and a half years, the government has a draft plan that everyone is walking away from, particularly the government’s own members. My good friend the member for Morley said that he had never heard of the Thornlie–Cockburn line until a few weeks ago, but it was in the government’s own —

Mr P. Papalia: It is 3 000 days late!

Ms R. SAFFIOTI: It is 3 000 days late!

There is a draft plan out there. To be quite honest, we on this side of the house always try to prepare for what the government is about to do, so when it said it was developing a comprehensive plan, we waited and waited. Then it was released and I have to say that we all breathed a sigh of relief because it was not the comprehensive plan that was promised. There was no costing, no funding, and the time frames were very broad. It was proposed that the Ellenbrook rail line would not be needed until post-2050 and the Yanchep extension until 2031. These are very broad time frames that frankly do not provide certainty for the public and the business community. Basically, everyone was let down, and I know that a lot of councils are really worried about some proposals and have made significant criticisms of them in written submissions.

It was a shock that, eight and a half years after its commitment to developing an integrated plan, the government came up with only a draft plan. I am not sure what its status is now because the former Minister for Transport liked a particular rail route and the current minister does not like it so much. There is debate over what should be the priority. The Treasurer gave comfort to the federal member for Canning about the Byford extension, but once again there was no coordination and no consistency across government about priorities.

I want to highlight something that was not a 100-day commitment, but was a Liberal Party “little blue book” election policy outlined in a document titled “Transport”. Under the heading “Public Transport—Passenger Rail Services” it states, in part —

A Liberal Government will promote use of rail by:

- Building a rail line to Ellenbrook.

Extract from Hansard

[ASSEMBLY — Wednesday, 16 November 2016]

p8199b-8213a

Ms Rita Saffioti; Mr John Quigley; Mr Paul Miles; Acting Speaker; Dr Tony Buti; Ms Margaret Quirk; Mr Frank Alban; Ms Janine Freeman; Mr Bill Marmion

That was the biggest broken election promise, but it is now possibly the equal or second-biggest, along with Metro Area Express light rail. As I have said a number of times with regard to the government's Ellenbrook commitment, it did not just fail the people of Ellenbrook and the entire north east corridor; it also failed the people to the west of that area, particularly those living between the northern suburbs rail line and the north east rail line. It put enormous pressure on the northern suburbs rail line.

I have said many times—I noticed the Premier used the same words a while ago, but he seems to be walking away from it—that when we look at a rail map of Perth and the suburbs, we have a northern line, an eastern line, a south east line, a south west line and the Fremantle line. The missing link for mass transit on that rail map is the north east line. What is the impact of that? The impact is twofold. First, the car parks along the Midland line are being filled by people from my electorate and the member for Morley's electorate as they try to access the rail line into the city. People from my electorate go and park along the Midland rail line in Guildford. We have issues to do with capacity and car parking space on the Midland line. I am sure the member for Girrawheen will talk about the Lansdale area, but on top of that there are people from Ballajura and Ellenbrook who move west to use the northern suburbs rail line. If we do not address the north east corridor, we will put enormous pressure on the northern suburbs line and the capacity of the Midland line. Addressing the north east corridor is crucial to supporting an integrated network and taking pressure off the northern suburbs line. If the government does not do anything, the capacity and constraints on the northern suburbs line will continue to be challenged.

Of course, the government walked away from its Ellenbrook rail line. We had two promises for the north east corridor—the Ellenbrook rail line and, of course, the Metro Area Express light rail—and both were broken. Everyone in that whole corridor, whether they are in Perth, Mt Lawley, Morley, Ellenbrook, Landsdale, Alexander Heights, Brabham, Dayton or Ballajura, have been consecutively let down by two broken promises. The first was the Ellenbrook rail line and the second was the MAX light rail. They are two broken promises that would have served the constituency of that north east corridor. There is enormous pressure on the northern suburbs line, which is creating capacity issues. We all know that the government delayed orders of extra railcars many years ago and now has put off the large order for railcars, so we have congestion issues on our railway lines. Now we have enormous growth north to Yanchep.

There is always a debate about railway lines and when we should build them, but our view is that spending on our public transport system and in particular our heavy rail system should be a normal part of government. What has happened over time is that we occasionally—on average probably once every six to eight years—commit to a big project and then nothing happens and we commit to another big project. This government's eight and a half years has seen only eight kilometres of train tracks laid. In the previous government, 82 kilometres of train tracks were laid in three big projects: the rail line to Mandurah, the spur line to Thornlie and the extension to Clarkson. The Labor government delivered 82 kilometres over eight years and the Liberal–National government delivered eight kilometres over eight years.

We have heard a peculiar argument from the government. The government talks about population growth, but it did not do anything to help address it through its expansion of the rail network. We all know there was population growth, but the government failed to build sufficient rail to cope with that. We have seen massive explosions in population. The issue with the line to Yanchep is that the government approved those developments. Government is a joint venture participant in many of those developments such as the Allara project, member for Butler, and the Alkimos project.

Mr J.R. Quigley: Correct.

Ms R. SAFFIOTI: LandCorp is a player and a partner in those developments, yet it has ignored the public transport infrastructure needs of those areas. It is the same with Ellenbrook, in a sense. Government was a partner through the former Department of Housing and Works for many years. Government made a lot of money out of Ellenbrook. The last time I checked, over \$400 million had been made through the partnership, but government has not provided any funding for the infrastructure to those areas. The northern corridor is exactly the same. As I said, there is always a debate about when we should provide the funding and when we should construct.

We need the certainty and we need to get the planning right when developments are planned so that we can build the centres around the stations. If we do not build within a time frame, we create congestion for not only those people in the area but also everyone south of that area. If I look at the northern corridor, I see that the delay to the Yanchep line has created enormous congestion south. If we look at Ellenbrook, we see that the lack of rail in Ellenbrook has created enormous congestion on the way south in the north east corridor into the city. If we do not address that public transport certainty and that provision, we create congestion for those people not only in those suburbs but also further south, leading into the city centre. We have also seen a lack of real east–west connections, in particular in the northern suburbs. We really need to start linking our suburban centres much better than we do. I will talk about that in a second.

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The reality is that this government has been in for eight and a half years. The previous government was there for seven and a half years and built 82 kilometres of rail. This government has been talking about the Yanchep railway line for a very long time and different dates have been put forward, but it has not made it a priority. It has allocated \$2 billion to the Perth Freight Link above it. This is not a case of the government not having the money, because, as we know, this government is not shy about spending money. We cannot say it has not had the money; it just has not made the rail line a priority.

In the Treasurer's analysis yesterday—the Treasurer who does not talk on Treasury matters outside this chamber anymore—he said in the same argument that Labor would have cost jobs, that Labor's Metronet capital works program was the biggest in history. I am not sure whether his argument held for five minutes, let alone that it will hold until the election campaign. He said Labor's Metronet program was the biggest capital works commitment in the state's history and at the same time said that Labor would have cost jobs. That cannot hold and it is not true. The Treasurer was obviously sidelined. The Minister for Fisheries was out there explaining the economic arguments of the government and I look forward to listening to the Minister for Fisheries explain out in the community the government's on again, off again Western Power sale and how the government intends to fund its promises given that it is all over the place with its financial management. I look forward to hearing that from the Minister for Fisheries. The government has no real commitments.

I want to talk about priority setting. This government has sat back, allowing the government to commit \$2 billion into the Perth Freight Link while ignoring key congestion spots throughout the suburbs. I want to talk about some of the most congested intersections. This is quite interesting because this government believes that congestion only occurs on the route down to Fremantle. That is all it seems to worry about and wants to spend \$2 billion on. The government tabled the top 10 most congested metropolitan state road intersections last year. Two of the top 10 were key intersections on Wanneroo Road: Wanneroo Road–Joondalup Drive and Wanneroo Road–Ocean Reef Road. As I said, the congestion is coming from not only the role of Wanneroo Road in that northern corridor, but also the east–west traffic at those intersections. Two of the top 10 congested metropolitan state intersections are in that northern corridor. How many of the top 10 relate to the Perth Freight Link? The answer is zero. That is an interesting fact to outline.

Another key one is the Armadale Road–Kwinana Freeway–Beeliar Drive intersection, which we all know has a massive congestion issue. It is very interesting to note that two of the top 10 congested metropolitan state road intersections are Wanneroo Road–Joondalup Drive and Wanneroo Road–Ocean Reef Road. The government has committed some funding to extending the turning lanes at one of those intersections. The federal government has committed some money for an overpass, but from answers in the other place we have no certainty about the timing of that funding and it seems that the state government is not keen to progress those. Those congested intersections are not a priority, not because the government does not have the cash, but because it has not prioritised these areas.

If we look at Lord Street in my electorate, we see that it is at crisis point. West Swan Road is also at crisis point. Those two key north–south roads are in crisis and the government has no plan apart from the bus rapid-transit system, which will take some buses off those roads. However, the majority of congestion on Lord Street is from cars and there is no plan to fix it. It will just get worse.

I want to talk about a number of issues confronting people in the northern suburbs. The member for Butler will talk about Marmion Avenue. The government has talked about the duplication gap on Wanneroo Road, but it has not committed to fixing it. There is the Mitchell Freeway extension, the east–west connection and, more generally, the lack of duplication along Reid Highway towards Midland.

The government has a piecemeal approach to infrastructure and transport. Yesterday, the Treasurer said that public transport costs too much and it is subsidised too much. Clearly, the government does not support public transport.

Mr W.J. Johnston: Shame! Shame!

Ms R. SAFFIOTI: I thank the member for Cannington.

Subsidisation of public transport has increased under this government because overall patronage has fallen for two years in a row and fare-paying patronage has fallen three years in a row and fewer people are catching our public transport system. The subsidy has to go up because less revenue is coming in due to falling patronage. When I asked about that fall in patronage, I was told that the government had not kept up with growth in the new suburbs, whether that is in the member for Butler's electorate, the member for Girrawheen's electorate, at Lansdale, and in Ellenbrook, Dayton, Brabham or Bennet Springs. These areas have grown, but they have battled to get a bus service and the government has absolutely no time frame or commitment for rail lines. After eight years, we hoped that there would be a real plan and some certainty, but we have neither under this government. We are seeing events similar to those in 2013, when the government had no plan but somehow manufactured an

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airport rail promise, because it knew that Labor had a plan for rail, and committed to Metro Area Express light rail, which was the Liberal Party's answer to fix the transport needs in the north east corridor.

Mr W.J. Johnston: Buy a block of land!

Ms R. SAFFIOTI: The Premier told people to buy a block of land in Mirrabooka.

I find it incredible—this shows the government's lack of planning—that on 11 February 2013, the then Minister for Transport, Mr Buswell, took journalists on a bus trip to talk about where Labor's Metronet station would be located at the airport. He said that it would be up to one kilometre from the terminal, which was too far because people would be sweating from walking or would be caught in the rain. He said that it was ridiculous. Over the past two days, we have heard that the plan to move the Qantas terminal in the time frame of 2018 to 2020 has been completely abandoned. In fact, it looks like Qantas will expand its current domestic terminal. Yesterday, I calculated that the distance from the proposed airport west station to the Qantas terminal is over one kilometre, member for Butler. The government's commitment that its train line would deliver passengers to the doorsteps of the international and domestic terminals is not true; it is over one kilometre away.

Mr I.C. Blayney: Which terminal are you talking about?

Ms R. SAFFIOTI: The Qantas terminal.

Mr I.C. Blayney: Is that the international or the domestic terminal?

Ms R. SAFFIOTI: The government has said that the Qantas domestic terminal can be expanded to be an international terminal.

Mr I.C. Blayney: No, it's not the government that wants to do it.

Ms R. SAFFIOTI: I read it today. The Premier said that it is okay and that it would be expanded to be an international terminal.

Mr W.R. Marmion interjected.

Ms R. SAFFIOTI: Is the minister saying that there will be a train station over one kilometre away from the international and domestic terminals?

In 2013, the government made an issue of the location of Labor's proposed airport train station. The government hired the bus, drove the journalists around and bought the radio advertisements that said that one kilometre is too far from the airport. I think the distance in those ads was exaggerated anyway, but let us say that it was a kilometre away. The government's proposed airport west station is over one kilometre from the domestic Qantas terminal. That is another broken rail commitment from the government.

A few of my colleagues want to speak about the importance of having a plan and funding commitments for the northern corridor. We have seen a piecemeal approach that has moved congestion from one part of the metropolitan area to the next. The government has no overall plan and no certainty, and it has ignored growth. The government cannot look at general population figures and that is it. It needs to see where growth is occurring, what infrastructure is there and what is needed. It needs to plan with the community and the councils. The government's lack of interaction and coordination with councils is astounding. Every council we have met and been briefed by has told us that they have tried to talk to the government but it does not listen. The government does not listen to the councils that can get a meeting with the government—depending on whether they are members of the Liberal Party—and it does not meet with the other councils. The government has failed to give the community certainty; it has moved congestion from one part of the metropolitan area to the next; and it has not addressed the east-west pressures and, more generally, the pressures that the urban growth front has created in Western Australia.

MR J.R. QUIGLEY (Butler) [4.27 pm]: The government has a plan for rail in the northern suburbs. The plan is to lie to the community in a very opportunistic way at any available opportunity to garner a vote. That is beyond dispute. I will refer to the history of rail transport to the northern suburbs. In 2006, the government made a commitment to extend the rail line past Joondalup to Brighton, with a stop at Butler, with a plan for walk on, walk off housing around those stations. The first thing the Barnett government did when it was elected to office was to arrange a ceremony in the middle of the Mitchell Freeway to open the northern extension of the freeway to Burns Beach Road. That project had been built by the then Labor government and was opened a couple of weeks after the Liberal Party got into government. At the time, the government announced that there would be no further rail projects until there had been an independent review into rail needs in Perth over the next 20 years. At the opening of the freeway, as the minister was cutting the ribbon, I held up a big sign behind the minister opening the freeway stating "Barnett betrays Butler". I remember that after the minister had cut the ribbon and the photograph had been taken, the ministerial adviser who had seen the "Barnett betrays Butler sign" that I had

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held up quickly retied the ribbon and asked the minister to come back and cut it again. I was walking away and some of the several hundred community members who were there protesting the cancellation of the Butler line told me to come back with my sign. I told them not to worry, because I knew which photograph would be published. There it was on page 3, “Barnett betrays Butler”.

After the publication of that photograph, I got a call from Mr Satterley, who told me that I was very well intentioned but that the Premier did not listen to those sorts of protests. He said, “Leave it to me.” I asked him what he meant by that. He said that he would ring the then Treasurer, Mr Buswell, and explain to him that he was in joint venture land developments and he would ask him how he could sell land if the rail line into the land had just been cancelled. Blow me down, two weeks later in the members’ bar, the Premier and the Treasurer took me aside and said, “We’re going to build that line to Butler you know.” It had nothing to do with the protest sign or community sentiment; it was just about the economic realisation delivered by Mr Satterley that they were about to lose a poultice of money both in stamp duty and joint venture land sales.

What became of the Premier’s promise to convene a committee to look at what was needed for rail? An independent committee was formed and it was headed by Mr Stuart Hicks, AO, the transport policy and strategy expert. The members were Reece Waldock, director general of Transport; Mr Eric Lumsden, director general of Planning; Mr Mark Burgess, managing director of the Public Transport Authority; Mr Menno Henneveld, managing director of Main Roads; Mr Anthony Kannis, executive director infrastructure and finance, Department of Treasury and Finance; Mr Neil Smith, the bus industry expert; Mr Fred Affleck, rail industry expert; and, Mr Howard Croxon from the transport industry. There were no Labor lackeys there. It was an independent committee that reported to the Barnett government. What did the committee do? It prepared a report that identified six priority projects in Western Australia. The projects were grouped into two—those that needed completion by 2020 and those that needed completion by 2030 or thereabouts. If I may, I will read from the report on page 24. It states —

Projects that can be implemented to provide a network of rapid transit services across Perth before 2020 are grouped into:

- Transformational projects;
- Connections to strategic centres using on-road priority measures that will contribute towards a network of rapid transit services; and
- Projects that support the central area.

The report then goes on to outline the transformational projects. Under the heading “Transformational projects”, it states —

These projects have the ability to redefine travel and development patterns.

What was the number one project? The number one project to be completed by 2020 was the northern suburbs railway extension. The report continues —

The NSR is committed to extend north to Butler. Extending north to Yanchep will support the development of the Yanchep City Centre with a station precinct at its centre. Future developments between Butler and Yanchep will lead to future development of stations, potentially at Alkimos and Eglinton.

The early development of this line will provide developers with the certainty required to develop at a higher density, particularly around train stations and within walkable catchments of services. It will support a much more sustainable form of urban development with significantly lower levels of car use.

The rail line to Yanchep was identified as a transformational project in the committee’s independent report. Further in the report, it notes that the city centre of Yanchep would be developed to be bigger than Joondalup city centre and it would provide more jobs than Joondalup for the northern corridor where there are massive levels of unemployment.

What was the government’s response to this report? The government’s response is contained in a press release from 14 October 2011 under the hand of the then Minister for Transport, Troy Buswell. It states —

Transport Minister Troy Buswell said the “Public Transport in Perth in 2031” plan outlined a strategy ...

It goes on in relation to transformational projects. This is before the 2013 election —

Mr Buswell said the Government would use \$11million allocated in the 2011–12 State Budget to progress planning for the three priority projects.

The three projects included the Yanchep rail line and Metro Area Express light rail. In 2011, before the election, Buswell announced that the government was already spending millions of dollars of taxpayers’ money on the

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Yanchep rail line. Of course, we know that the election was conducted at the start of 2013—some 18 months after Buswell spoke. In the same report, the airport line was put into the second group of projects that were to be completed some time around 2030 or soon thereafter. The government told the people of Yanchep and the northern corridor that the rail line was part of its election campaign: “Vote for us because we’re already spending money on the Yanchep line”, and it worked. People did change their vote to vote for the government because of this promise. It is a matter of public record that my margin was somewhat clipped by reason of the government’s promises—as it turned out; black, black lies—to the electorate that this project would go ahead for completion by 2020.

After the election, the government looked at the Antony Green pendulum and saw that Belmont was sitting on a precipice, as well as Forrestfield. Without any further reports or investigations, the government suddenly took the project at the bottom of the list—the airport line—and put it at the top of the list and dumped the Yanchep line.

Ms J.M. Freeman: And MAX.

Mr J.R. QUIGLEY: It also dumped the Metro Area Express. This article from the local newspaper will go out during this election cycle to prove the government’s lie. The person who proves the government’s lie is none other than the Attorney General. Who would doubt the Attorney General’s word? He went along to a community meeting and said—I will read it from the article, if I may, Mr Acting Speaker —

A LETTER from a State politician, dismissing the need for rail to Yanchep for at least a decade, has rankled residents.

At the January 19 Two Rocks Yanchep Residents’ Association meeting, secretary Lorraine Jackson said North Metropolitan MLC Michael Mischin suggested the need for a rail extension was more than 20 years away.

The association wrote to several politicians last year calling for the rail extension, and Ms Jackson highlighted Mr Mischin’s letter among the responses that were received.

“It stinks,” she said.

In his letter, Mr Mischin said planning for the Yanchep extension was progressing despite the timeline being modified “due to conflicting public transport priorities”.

“The decision to delay the Yanchep line from its original 2020 schedule was made on patronage grounds,” he said.

“Although I accept completely that the population of the general Yanchep/Two Rocks area is increasing rapidly, I cannot accept that we need to build costly infrastructure right now to service a potential situation that is still over 20 years away.

Ms R. Saffioti: Who said that?

Mr J.R. QUIGLEY: Michael Mischin.

Ms R. Saffioti: Which party is he in?

Mr J.R. QUIGLEY: He is in the liars party, member—the liars party.

Withdrawal of Remark

Mr P.T. MILES: He needs to withdraw “liar”.

The ACTING SPEAKER (Mr P. Abetz): You need to withdraw that.

Mr J.R. QUIGLEY: I was not calling him a liar! I was talking about a political party.

Several members interjected.

The ACTING SPEAKER: Members, just hang on a minute. I do not consider it acceptable speech to refer to a member of Parliament as belonging to the liars party, so I ask you to withdraw that.

Mr J.R. Quigley: I didn’t.

Dr A.D. BUTI: Mr Acting Speaker, I would like you to clarify what reason you utilise to say that a member of Parliament cannot refer to a political party in those terms. That does not denigrate a particular member. It is just referring to a party. Many times, the other side has referred to the Labor Party in many ways. The Premier said that we are corrupt!

The ACTING SPEAKER (Mr P. Abetz): Member, this is not an opportunity to debate. I have made my ruling.

Dr A.D. BUTI: I would like clarification —

The ACTING SPEAKER: Please resume your seat. The point of order is finished.

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Mr J.R. QUIGLEY: I withdraw the remark and will just say that its policies are black lies.

Mr P. Papalia: Whose are?

Mr J.R. QUIGLEY: The Liberal Party's.

Debate Resumed

Mr J.R. QUIGLEY: The Attorney General went on to say in the article, which is highlighted in yellow for all the people who he regards as suckers on the north west corridor —

“Doing so would divert scarce resources away from —

The seats we've got to win in Belmont and Forrestfield—no, I am joking there, Mr Acting Speaker. The article states —

“Doing so would divert scarce resources away from projects that do have an immediate need (like the airport link project).”

The immediate need is that without winning the seats of Belmont and Forrestfield, the Liberal Party is done for. It has got to win those two seats. The article continues —

Mr Mischin, who is also the Attorney General and Commerce Minister, said the government was committed to extending the rail—

To Yanchep—and, listen to this members —

when it was “both affordable and cost efficient” —

Which was not then but it was some time after 2025. The government is saying that it is not affordable, but, in the same stroke, and this is not lost on the constituents of Butler, Eglinton, Alkimos, Yanchep and Two Rocks—the total cost at that stage was \$350 million less the developers' contributions—the government turned around and announced an allocation of \$2 billion to the Forrestfield–Airport Link project in a futile attempt to save the seats of Belmont and Forrestfield. It is by the Attorney General's own hand that the lies of the government have been laid bare.

I will go on to talk about other infrastructure projects. I have mentioned Marmion Avenue before. My electorate has one road running through it. The member for Wanneroo is always wont to say that Wanneroo Road runs through it as well, but it actually does not enter my electorate. It sits on the boundary of the electorate. The road through the electorate is Marmion Avenue with one lane north and one lane south. As every mother says when they do the school run, you take your life into your own hands when you try to get out into this mayhem of one lane north and one lane south. Marmion Avenue desperately needs work, but this government has a plan. It is a very cynical and deceitful plan —

Ms M.M. Quirk: The member for Balcatta says that you are a whinger.

Mr J.R. QUIGLEY: I am a whinger, hey, member for Balcatta? The member will have something to whinge about. They selected the right candidate against him this time, Mr David Michael. The member will have something to whinge about on 12 March, I will give him that tip. They tell me it takes a good six months to get over relevance deprivation. I go to this very cynical plan of the government's to spend money on transport infrastructure only in electorates where it thinks it can save its miserable neck. I will refer to some congested metropolitan state road intersections. I can take members to some intersections on Marmion Avenue in my electorate, up at Amberton Estate, Shorehaven and all these places where a person cannot get onto the road that is a single lane running either way. Those intersections do not figure in this list of intersections that are most in need of work, but let us have a look at that list. The original list, which was put out prior to the member for Hillarys announcing that he was standing as an Independent, did not have Marmion Avenue in it. The member for Hillarys then announced that he would stand as an Independent Liberal against “Mr Cats and Dogs”—I am sorry, I withdraw that, it was a Freudian slip—the honourable Mr Katsambanis.

Several members interjected.

Mr J.R. QUIGLEY: I withdraw it—move on; move on.

We notice that Marmion Avenue did not figure in this list, but as soon as the member for Hillarys announced his nomination for the seat of Hillarys, suddenly the list of 16 June included two intersections on Marmion Avenue in the electorate of “Mr Cats and Dogs”—I am sorry, Mr Katsambanis, I do not know what a “banis” is—that will be under construction for the election. This is very cynical because —

Mr R.F. Johnson: The question is: are they being paid for out of the roads trauma trust account? I suspect that they are.

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Mr J.R. QUIGLEY: We will look into that member, but the point is that before the member for Hillarys confirmed his nomination as an Independent Liberal, those two intersections did not figure. As soon as the very outspoken Independent Liberal nominated to retain his seat, suddenly the Marmion Avenue–Hepburn Avenue intersection was on the list. The government has certainly started work on that intersection, which is in the member’s electorate, at a cost of \$7.5 million. What a cynical exercise. We cannot get two bob spent on Marmion Avenue up in Butler—I am too old, aren’t I. We cannot get 20 cents spent on Marmion Avenue in Butler, not even a florin; however, the government can soon find the money somewhere when an Independent Liberal puts his foot down to stop this nonsense.

Mr R.F. Johnson: My opponent is absolutely distraught that I am being called an Independent Liberal.

Mr J.R. QUIGLEY: Of course, he is an animal lover from Victoria. I can understand that. As I said, there is a plan for transport in my electorate. It is a plan built on opportunistic lies. It is a plan built on the deceit of the electorate. As I said, the government commissioned an independent report. I have read Mr Buswell’s response to it. The government is already spending money on the project that will be completed by 2020 and then after the election there will be a switcheroo. No-one will believe it again.

MS M.M. QUIRK (Girrawheen) [4.48 pm]: When this motion was moved, my initial reaction was to think, yes, we can educate some of the people over that side of the house about the realities of living in the northern suburbs and the very real problems we have with transport and public transport. I sometimes wonder whether the current Minister for Transport has been north of Walcott Street. Certainly, on all the occasions that I have asked him to come up to my electorate, he has always refused. I remember when we once took senior Western Australian Planning Commission people up to the northern suburbs, the deputy chair at the time was heard to say, “Gee, I had no idea it was like this.” This debate gives us the opportunity to tell the government and the Minister for Transport about the major problems there, and, if not acted upon—I will refer to research later—how it will become one of the largest sites of congestion in the country.

I have talked before about the Smart Transport program. In fact, I grieved to the former Minister for Transport and mentioned that I, and I imagine all of my constituents, found those advertisements particularly offensive. They are the ads that tell a person that if they leave at a certain time in the morning, they can avoid congestion. They state the bleeding obvious, and it has cost us a million dollars to be told that if we travel southbound from Ocean Reef Road to Whitfords Avenue on the Mitchell Freeway at five o’clock in the morning, we can travel at 100 kilometres an hour, but by 6.15 am the speed drops to 50 kilometres an hour and so on. I might add that that particular graph, informative though it is —

Mr W.R. Marmion: Which section is that?

Ms M.M. QUIRK: It is between Ocean Reef Road and Whitfords Avenue, so it is quite a small area. More instructive would then be further south and the travel on to the city. That is not even there. There is a real problem and the motion is about public transport, but due to the paucity of public transport in the northern and north eastern corridor, this is the obvious result. Because of this, the City of Wanneroo, for example, has started a campaign called “Connect Wanneroo”. As the city likes to say on every occasion possible, it is one of the largest growing communities in Western Australia. Under the “Connect Wanneroo” campaign, it states —

... our community deserves the best infrastructure possible to meet our needs.

It is calling for rail to Yanchep, which we have heard the member for Butler talk about and the extension of the Mitchell Freeway to Romeo Road, Alkimos, immediately and continuing through to Yanchep.

The City of Wanneroo claims, rightly, as follows —

Both are essential investments in creating local jobs for local people, attracting investment for future business development, improving access to education and health care, in addition to reducing the time our family spends stuck in traffic.

About 100,000 jobs are planned in the suburbs of Yanchep, Alkimos and Neerabup and ensuring that people can connect to these jobs is vital. Connecting Wanneroo will help reduce congestion, improve quality of life and reduce car-associated cost of living pressures, getting people to where they need to be sooner and safer.

The letter states further on —

Three out of four City of Wanneroo residents have to travel outside the City to work, which is more than anywhere else in the Perth–Peel region. The community is deeply worried about infrastructure and Australia’s prediction that the northern growth corridor in the City of Wanneroo will be the most congested in Australia by 2031, unless rail to Yanchep and the freeway extension to Romeo Road, Alkimos is built soon.

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This is not some “hysterical whingeing” in the words of the member for Balcatta referred; this is about planning for the future. It is about ensuring that our communities can travel to and from their work, are not stuck in traffic for disproportionately long periods, have access to quality public transport and can move around readily for sport and recreation. They want to live in the area and not be forced to move due to poor and sparse public transport and congested roads. It is impacting on businesses quite significantly, which I will talk about shortly. Businesses are deterred from setting up because they know they will be impacted on by the congestion. This campaign attracted 16 000 emails in the course of the federal election. As the “Connect Wanneroo” campaign says —

As a community, we are demanding commitment in the next term of government to funding and implementing both crucially important road and rail projects.

As I said, certainly in the context of the federal election, many people, including people from the RAC and the CCI, were out talking about the issues in the northern suburbs. In a press release the RAC said the following —

... congestion in the northern suburbs with the Mitchell Freeway is set to be the most congested road in Australia by 2031 and Marmion Avenue/West Coast Highway not far behind at number four in the nation.

... congestion could be incredibly decreased by investing in technology to improve the performance of both traffic lights and freeway entry ramps.

“Western Australians are tired of wasting time sitting in traffic and it’s forecast only to get worse. There are low cost solutions available including network management technologies that could be implemented immediately,”

“Unless critical transport projects are adequately funded now, Perth’s northern suburbs are predicted to come to a halt.”

...

Infrastructure Australia predicts seven of the country’s 10 most congested roads will be in Perth in in a mere 15 years’ time, including the top four and the cost of congestion is estimated to be more than \$16 billion a year.

Last year in conjunction with the RAC, the Chamber of Commerce and Industry of Western Australia released a very important survey. I will quote from this because I believe it shows that this is not about just quality of life or inconvenience. It is costing businesses money and productivity. If we are really keen on building the economy, restoring the state of the economy in Western Australia, encouraging small business and generating more jobs, this is an issue that has to be addressed. The congestion survey of last year states —

The latest survey has revealed traffic congestion continues to have a negative impact on Perth businesses, with a massive 87% saying it had contributed directly to lost productivity up from 78% in 2013.

Many Perth businesses say their exposure to traffic congestion has increased over the past 12 months and nearly all respondents said traffic congestion had increased the time their workers spent on roads.

... businesses surveyed said they lost work, accounts or customers due to problems related to traffic congestion ...

As one business explained, “*We now don’t do any jobs that require a start in peak hour.*”

Perth businesses expressed frustration at the uncertainty created by congestion on making decisions: “*I refuse to work in certain suburbs as I am on the road for too long*”.

The survey further found that vehicle running costs increased, including maintenance and breakdowns, and less work was completed due to more maintenance of vehicles. It continues —

In the end, all Western Australians will pay the price of congestion: “*I have had to increase prices to cover increased time on the roads.*”

Time between jobs has had a negative impact on customer satisfaction.”

Further on it states —

The health and well-being of staff is a significant concern for businesses with many revealing stress levels had increased.

As one business said: “*Employee stress increases due to inability to reach bookings on time.*” And another: “*Time away from home due to increased travel to and from work.*”

The survey concludes —

The frustration of business is clear with comments like: “*Why aren’t the road infrastructure changes that are required to service new localities dealt with at the beginning of the development instead of*

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once these areas are inhabited?” And “More infrastructure is needed. Government needs to look further than 5 year ahead. Need to plan for 50 years ahead.”

...

It is obvious that the business community remains concerned about the negative, social and economic impact of congestion.

That is the sort of imperative for why it is necessary to have better public transport. Without it, people are reliant on their cars, and the resultant problems with congestion escalate.

The member for West Swan mentioned some of the road problems in my electorate. In particular, I grieved to the former Minister for Transport about the intersection of Gngangara and Wanneroo Roads. Although Gngangara Road to the east of that has been upgraded, in that section there are significant traffic access and egress problems for residents in the suburb of Madeley. Emergency vehicles and the like have problems accessing the suburb. The volume of trucks and heavy vehicles also compromise road safety, as I told the minister, and compounds congestion. Over 12 690 vehicles use that road each day, 11 per cent of which are commercial vehicles and 85 per cent of those vehicles travel on the road at 72 kilometres per hour or more. There is also an issue because of the demarcation between Main Roads Western Australia, which takes responsibility for Wanneroo Road, and the local government, which takes responsibility for Gngangara Road. I have been to a couple of public meetings about this issue. Recently, I also had a street-corner meeting with residents. We are told that a roundabout is planned at Wanneroo Road and that \$2 million has been set aside for commencement of works in 2017–18. I have written to the Minister for Transport for details about those works. However, in the meantime, people have to be very long suffering, and it is a major problem. That project certainly needs to be advanced.

I want to bring some reality to the discussion about public transport. As all members know, the Premier is very keen on extended shopping hours. I went onto the Transperth website and did an academic exercise to plot the journey for two shop assistants who are required to travel from my electorate to Woolworths in Murray Street, Perth, to commence work at 7.00 am. The first shop assistant lives in Hamersley, which is the most south-western point of my electorate. The earliest bus from Appian Way, Hamersley, to Murray Street, Perth, is at 7.04 am. That means that the person will already be late for work.

Mr W.R. Marmion: By what time do they need to get to work?

Ms M.M. QUIRK: The Premier has said that shops will be allowed to open at 7.00 am. That is the problem—the shop assistant is already late for work. They then walk 1 353 metres—which is more than the one-kilometre limit that Transperth talks about—which takes 20 minutes. They then catch the bus on Beach Road and travel for six minutes to Warwick Train Station. They then get on a train on the Joondalup line and arrive in Perth at 7.48 am. They are already 44 minutes late for work. They then have to walk for about six minutes, and they arrive at the site at 7.54 am. The second shop assistant lives in Friendly Way, Marangaroo. They leave Friendly Way at 6.52 am and walk 1 386 metres, which takes 31 minutes, to Kingsway to catch the route 450 bus, which takes them to Warwick Train Station. They arrive at Warwick station at 7.30 am, so they are already half an hour late for work, and catch a train to Perth Train Station and arrive at 7.48 am. They then walk for six minutes, and they arrive at work at 7.54 am. Therefore, any increase in shopping hours will increase the demand on public transport. The existing public transport system is inadequate if we look at reducing the red tape of shopping hours and reforming how we do our business and go about our work. The government has not appreciated the fact that we cannot look at the issue of transport in a vacuum. We need to look at people’s needs and requirements. That is a good example of how people who have to start work in the city at 7.00 am cannot use public transport and arrive at work in time.

I thank the former Minister for Transport for extending the 450 bus route in Lansdale. That was promised two budgets ago. Earlier this year, I grieved to the former minister about that issue. The minister said in his response that 850 000 kilometres has been added to the public transport system. However, unfortunately, that extension of the bus route was not one of them. My office persisted and the residents persisted. I am pleased to say that extension has now been running for about a month. I am even more pleased that there was some public consultation. That extension is in fact longer than was intended, and it now goes to the corner of Alexander Drive–Gngangara Road, when it was supposed to terminate much sooner. I suspect that part of the reason Transperth agreed to that extension is that it has acknowledged the huge growth in that area. A new school is due to open early next year. The estimates are that the demographic movements in that area are substantial. However, the planning goes to only the next election. We need to look at the whole picture—people’s lifestyles, where they need to go, and the fact that a lot of the movement is east-west and north-south. I do not think the planning has been adequate. I had to laugh at the government’s promise of the Metro Area Express rail and how fantastic that would be and how that would assist people in the northern suburbs. That will be a long way from my electorate. It would have no benefit

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whatsoever to the people in my electorate. Therefore, although I certainly take the government to task for breaking its promise, the MAX rail would not have been of much assistance to my electorate. The boast that it would liberate transport in the northern suburbs was, frankly, risible.

Congestion is a major problem. On Monday, I had an appointment in Victoria Park. It was about 10 o'clock in the morning, and I had probably not left myself enough time—I had 25 minutes—to get from Girrawheen to Victoria Park. I got as far as Cedric Street, and there was a car crash on the freeway. It then took me over an hour to get to Victoria Park, and in fact I missed my appointment. That is a very fragile system. If a car crash on the freeway can effectively put the northern suburbs at a standstill, surely that needs to be considered seriously. It is not enough just to put more lanes on the freeway. I know I sound like an acolyte of Peter Newman's. All that means is that the freeway fills up with more traffic, and that increases the likelihood of a crash that holds up the rest of the traffic. The government should not forget the people in the northern suburbs. They are important, and the government will see the wrath of the community at the election.

MR F.A. ALBAN (Swan Hills) [5.08 pm]: Mr Acting Speaker —

Ms M.M. Quirk: You're eastern suburbs! What are you getting up for?

Mr F.A. ALBAN: The eastern suburbs were mentioned, member, and the member mentioned it as well.

Some 55 years ago—a long, long time ago, as all good stories start—I started my business career as a 12-year-old. I was interpreting for my dad, who could not speak English. One thing I have learnt during that 55 years is that there are two kinds of people—people who talk and have plans and discussions and go to committee meetings, and people who get things done. I mention this because the Labor opposition would lead us to believe that this government has not done anything to provide infrastructure or public transport. That is a lot of bunkum. Transport infrastructure is dependent on three separate factors—road, rail and buses. It is not about just one or the other. I know that the Labor Party, being a one-trick pony, thinks it can promise a train and no-one will notice that it has done nothing else. For six years, I sat on the council of the City of Swan and watched the actions of the then Labor government. The Labor government had almost the same amount of time in office as we have had to do all those things that they are now whinging and whining about and saying we did not do—all the things they need and want. The Labor Party should have done those things when it was in government.

Several members interjected.

The ACTING SPEAKER (Mr I.C. Blayney): Member, what you are saying is almost inviting interjections.

Mr F.A. ALBAN: That is good!

The ACTING SPEAKER: Member, you are addressing your comments to the Chair, so I ask you to continue to do that, but be mindful of the fact that you might be seen to be baiting members.

Mr F.A. ALBAN: Thank you, Mr Speaker. It might get some life into the debate.

I will start from my neck of the woods. The neglected East Metro region includes Swan Hills and West Swan. Those two electorates are the greatest infrastructure recipients in the last two terms of the Liberal government. There was not a single road that was not dangerous. There was not a single intersection that was not obviously dangerous. Did the Labor government at the time do anything? No, it did not. I will give members an example. Infrastructure is linked to our public transport. A bus cannot be run if there are no roads. Great Eastern Highway East, heading towards the hills including the overpass with Roe Highway, was talked about forever. Toodyay Road is another road that is in my electorate; it was talked about forever. Not a cent was spent on it during the whole duration of the Labor government. It is very nice for them to say, "You should've done it. We need! We want!" The secret is, Labor members, parties do these things when they are in government. All the whingeing on Earth will not help parties when they are not in government. The Liberal government is finally building NorthLink after everyone talked about it for 35 years. Is that not an infrastructure project? Is that not heading north as well? Does not Ellenbrook—which was plonked down in the middle of nowhere, 20 kilometres from the nearest town or settlement—deserve its own freeway access? Does not Bullsbrook, in my electorate, deserve the same? The member for West Swan's electorate is right alongside mine. Her people will benefit. The member mentioned Lord Street. Is the member aware that Lord Street will have some work done to it, notwithstanding that it will get the two bus rapid transit lanes as well? In a dangerous section Lord Street will have extra roads built in. Why was the Lord Street–Reid Highway intersection not improved in the member for West Swan's time? That was dangerous; any stupid person would see that that was limiting Ellenbrook. Did Labor do that? What about the dualling of Reid Highway and the new bridge?

Ms R. Saffioti: Labor did that.

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Mr F.A. ALBAN: Labor did that too, did it? I went to the opening, and the member for West Swan was not there so we will have to question that.

Ms R. Saffioti: It was Labor funded.

Mr F.A. ALBAN: Of course. Labor must have done something.

Mr S.K. L'Estrange: They're all "gunnas"!

Mr F.A. ALBAN: I am glad the member interjected. I always thought that gunners were great in the air force and the army but they are not that good in Parliament, are they? I do not think there is a role for gunners here.

There is a trifecta of infrastructure.

Mr P. Papalia: Is this your valedictory?

Mr F.A. ALBAN: It would be nice, would it not? It might help.

Ms R. Saffioti: You're meant to start at 5.30.

Mr F.A. ALBAN: The member for West Swan is not going to upset me. I am ready to have a quiet chat. I am quite happy for interjections.

The ACTING SPEAKER: Thank you, members!

Mr F.A. ALBAN: In every direction around the member for West Swan's electorate, every road is being fixed by this government. I have only just got to Swan Hills and Ellenbrook. I am going to ask the member for West Swan a question that she can answer one day for the people of Ellenbrook. You can fool all the people some of the time and some of the people all the time. Is the member for West Swan going to tell them about the sucker punch from Labor's previous Premier about the train line to Bassendean? Can the member for West Swan tell us why Labor is not building the train line to Bassendean? It is straightforward; the land is there. It is a shortcut. At the last election, the Labor Party promised that it would build a link from Ellenbrook to Bassendean.

Ms R. Saffioti: We didn't do it.

Mr F.A. ALBAN: Why has Labor changed routes? I know Labor did not do it. I got that one. Labor handed all these little plastic trains —

Ms R. Saffioti: No, you're wrong.

Mr F.A. ALBAN: No, I am not wrong. They are asking me—Labor promised a train. I will tell the member for West Swan why I am asking, because she will probably be replaced. Responding to a question of when Ellenbrook will get a train, Labor's illustrious leader stated —

"I'd certainly expect within eight years of a Labor Government being elected to office."

Let us interpret that for laypeople. Simply, if Labor is elected in March 2017 and re-elected in March 2021, at the end of 2025, when there is a third election, Labor would build a train line—within two terms. Has the member for West Swan told her constituents that? They are expecting that Labor will start the Ellenbrook train line the moment it is elected. Has the member for West Swan told them that before a train goes to Ellenbrook —

The ACTING SPEAKER (Mr I.C. Blayney): Members! Hansard is starting to have trouble following this. Member, just direct your comments directly to me as the Chair. Members, I would thank you to not interject.

Mr S.K. L'Estrange: Can I ask a question?

The ACTING SPEAKER: No, sorry, minister. There is not really a way you can ask a question.

Mr F.A. ALBAN: I am happy to take an interjection, Mr Speaker.

The ACTING SPEAKER: I am listening to the member for Swan Hills.

Mr S.K. L'Estrange: Are you saying that they're lying about what they're offering Ellenbrook?

The ACTING SPEAKER: Minister!

Mr F.A. ALBAN: That is right. Labor is now promising Ellenbrook a rail line through Metronet.

Withdrawal of Remark

Ms R. SAFFIOTI: The member for Butler had to withdraw before when he said it was a party of liars. The member for Churchlands has said, "Are they lying about something?" Mr Acting Speaker, you have to call him to order. He is not on his feet. Can you please ask him to withdraw.

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The ACTING SPEAKER (Mr I.C. Blayney): Minister, if you used the word “lying”, I ask you to withdraw.

Mr S.K. L’Estrange: I just asked the member if he was telling us that they were lying.

Several members interjected.

Mr S.K. L’Estrange: I am just clarifying. You can let me clarify.

Mr F.A. ALBAN: I will withdraw on his behalf, if you like.

The ACTING SPEAKER: I do not think you can do that, member.

Mr S.K. L’Estrange: So are you asking me to withdraw my question?

The ACTING SPEAKER: Yes.

Mr S.K. L’Estrange: I withdraw the question.

The ACTING SPEAKER: Thank you.

Debate Resumed

Mr F.A. ALBAN: What is happening is that Ellenbrook is being re-promised another train. People are out there with surveys asking, “Would you like a train?” I was pretty convinced that Labor had promised a train. Why would it be doing a survey if it had already promised a train and that was its platform? Has Labor told those people that before its train line to Ellenbrook, it will have to spend about \$5 billion on infrastructure for it to connect to? Has Labor told people that? Labor’s fantasy rail scheme —

The ACTING SPEAKER: I will start calling people pretty soon. I would like to hear the member out in peace.

Mr F.A. ALBAN: Labor’s fantasy rail scheme, Metronet, has to be built first. A line to Ellenbrook cannot be built until the infrastructure has been built. The people in Ellenbrook are waiting for the member for West Swan’s answer. Labor handed them little plastic trains. Some of them still have those little —

Ms R. Saffioti: Not plastic trains, train tracks.

Mr F.A. ALBAN: That is right. I copped a lot of nonsense over the train. I copped a sucker punch from Labor’s Premier. Our Premier also promised the same thing. I copped all the blame. For the first six years of this government, the member for West Swan personally harassed me about the Ellenbrook trains. The Ellenbrook train is Labor’s carcass, not mine. I have listened to these people waffle on, “You have not done this. You have not done that. You did not do this. You did not do that.” Labor had eight years! It could have done some of them. Did it? Labor built a train line to Mandurah. Labor built one thing 10 years ago.

Ms R. Saffioti: It was 82 kilometres.

Mr F.A. ALBAN: It would not matter how many kilometres it was. Labor only ever did one thing. Why did Labor not do all the other projects?

Mr P. Papalia interjected.

Mr F.A. ALBAN: Let me keep the member for Warnbro quiet for a while. He is always very good at speaking. This is my time. I am happy to speak.

This government, supposedly and according to the opposition, has done nothing: “You’ve done nothing. You haven’t done this. You haven’t done that. You haven’t done this. You haven’t done that.” Let me tell members what the government has been doing in its spare time. Here we go—the Forrestfield–Airport Link that started the Gateway project. The bus port in the CBD—did Labor do that one? Stadium transport infrastructure—is Labor doing that? A train to Butler—we built a train to Butler. I know members would like more, so would we all. How about the Aubin Grove train station—did Labor build that? What about the grade separation between Malaga Road and Reid Highway; the dualling of Erindale Road and Marmion Street; and the overtaking lanes on Albany Highway? What about Berkshire Road and Roe Highway? What about the Mitchell Freeway extension?

Several members interjected.

The ACTING SPEAKER: If there are any more interjections, I am going to start calling people. Carry on, member for Swan Hills.

Ms R. Saffioti interjected.

Mr F.A. ALBAN: Yes, the member should visit my electorate. I have my whiteboard; it is very old-fashioned, and people actually come and take photos! The number of projects I have had in my electorate of Swan Hills compared with that in the electorate of West Swan is embarrassing. West Swan does not have a single one.

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People ask, “What did the member for West Swan do? Which one did the Labor government do?” The answer is zilch—zero. The member for West Swan can tell us which projects over the two terms of the previous Labor government she was responsible for. She would not have had to build them because she has not been in government, but has she lobbied for a single project? She claimed that she was going to fix Gngangara Road; it is already dualled and fixed. Are buses not public transport? Are they for the public? Are they used by older folk between 9.00 am and three o’clock?

Ellenbrook, the town that is 20 kilometres from everywhere, already has a phenomenal bus fleet. Soon residents will be able to catch a bus from the centre of Ellenbrook to Midland and the Midland Public Hospital. They will be able to get to Bassendean, where there is a train link. They will be able to get to Morley as well. I have not earbashed the minister yet but would it not make sense, when there is a bus station in the middle of Ellenbrook and Gngangara Road has been dualled, for people from Ellenbrook to catch a bus from Ellenbrook to Joondalup, if there is a need? That is public transport, is it not? That is heading east, and there is public transport heading north.

I think I have covered it all. This state has been served well by the Liberal–National government. We have not all been idle, sitting around in the sun getting a suntan. We have done project after project after project, particularly in the member for West Swan’s electorate. It is quite embarrassing. Her electorate is alongside my electorate. It is also alongside the member for Midland’s electorate. I sat as a councillor of the City of Swan when nothing was happening for Midland. I mentioned earlier the upgrade of Great Eastern Highway and the overpass. It was talked about. It was remarkable: talk, talk and more talk. There were meetings, discussion groups, more meetings and more discussion groups. The previous Labor government did nothing, because if it had done something in the past, firstly, it would not rely on us to do all its projects and, secondly, it would have something to talk about apart from the train to Mandurah.

The opposition is pulling out a hat-trick for the next election with its Metronet fantasy. The fact is that the potential next Labor government will be absolutely no different from the previous Labor government, which did absolutely nothing for the people of Western Australia.

MS J.M. FREEMAN (Mirrabooka) [5.23 pm]: It is well known that there is a need for rapid transport infrastructure in the north metropolitan area. When in 2011 Hon Troy Buswell, the then Minister for Transport, announced the Metro Area Express light rail, it was absolutely because rapid transport into the northern corridor was needed. When the Premier came out to Mirrabooka in 2013 and said, “You’ve got to buy up land around here because we’re going to deliver light rail into the area”, it was because there was an absolute and recognised need for rapid transport. The government has failed to deliver to the people of Mirrabooka and the northern corridor on that urgent need. RACWA, in its report “Keeping Western Australians on the move”, showed that 71 per cent of people in the north of Perth travel to work by car, while in the east of Perth the percentage is 81 per cent. Mirrabooka, Koondoola, Balga and Alexander Heights all lay along the north east corridor. That is why the government made the promise of light rail.

The SPEAKER: Sorry, can I just disturb you? There is going to be some chaos in my gallery because of the visitors here. If people who do not need to sit down here are able to go upstairs and watch from there, it would be a help; otherwise we are going to have an overfull gallery. Sorry, member for Mirrabooka.

Ms J.M. FREEMAN: It absolutely galls me when the Liberal Party candidate for Mirrabooka goes around with the slogan, “Working Hard for Mirrabooka”. Not once has she said, “I am really disappointed that this government, which promised rapid transport into Mirrabooka and promised residents that they would have their urgent transport needs addressed, has not done so.” Not once has she called the government out on that lie to the people of Mirrabooka. Not once has she turned around to the people of Mirrabooka and said, “You should be disappointed that this government came in with fanfare, buses and maps and told us that it was going to deliver to this area.” Not once has any government member apologised to those people, because the government knows that there is an urgent need in the northern corridor for rapid transport.

I started talking about this when I was first elected in 2008. I did a survey in the community and talked about how people were disadvantaged because they had to use their cars and got caught in traffic. Seven Perth roads will make the national congestion top 10, identified by Infrastructure Australia, by 2031, and Wanneroo Road is one of them. We know that that road is gridlocked in the mornings and afternoons. I raised the issue of Flinders Street with the Premier when we did not have a Minister for Transport, because this government never seems to be able to sort out who it wants to take the wheel and drive the needs of the community. The government has failed the people of the northern corridor; it has failed the people of Mirrabooka. It has not delivered on what it knows to be a need. When the government went to Infrastructure Australia looking for money for MAX, it said, “Buses won’t do it. We need light rail for the northern corridor.” The government has failed those people dismally and it costs people massively. There are reports that commuters travelling to work in the CBD spend

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Ms Rita Saffioti; Mr John Quigley; Mr Paul Miles; Acting Speaker; Dr Tony Buti; Ms Margaret Quirk; Mr Frank Alban; Ms Janine Freeman; Mr Bill Marmion

anything up to \$10 000 annually. People in the northern suburbs are paying for the government's failure to deliver and its failure to honour its promises to them. If the government's candidate does not stand up and condemn the government for not delivering on that promise to the people of Mirrabooka, she cannot stand behind a slogan that says, "Working Hard for Mirrabooka". She cannot do that, because the government has failed them. It came, it saw, it left and it never delivered.

MR W.R. MARMION (Nedlands — Minister for Transport) [5.28 pm]: I know we have other speakers, but I might as well make a contribution to defend the brilliant plan we have. The problem is that there is not enough time to outline how good it is, but we should start at the very beginning and talk about the Liberal–National government's capital expenditure in its eight years in office in comparison with the time that the Labor Party was last in office. It will probably take up two minutes.

When we came into office in 2008, we immediately spent more than \$1 billion in 2008–09. A little bit of 2008 was under the Labor Party, but that was an increase of nearly \$700 000 on what the Labor Party spent in the previous year. I will sum up the expenditure from 2001 to 2007. It was \$0.36 billion, \$0.34 billion and \$0.52 billion. The financial year 2004–05 was high for Labor, at \$0.85 billion. It stayed there, at \$0.87 billion in 2005–06, and in 2006–07 it started to slip off again, to \$0.76 billion. Then in 2007–08 it was \$0.74 billion. We came into office and it went straight up to over \$1 billion. It dropped back to \$0.8 billion in 2009–10. It slipped a little down to \$0.6 billion in 2010–11, but then we ramped it up strongly in 2011–12.

Debate adjourned, pursuant to standing orders.