

METRONET — ARMADALE RAIL LINE — SHUTDOWN

899. Mr H.T. JONES to the Minister for Transport:

I refer to the Cook Labor government's record investment in public transport infrastructure, which is creating local jobs and supporting local businesses.

- (1) Can the minister update the house on the progress of this government's transformation of the Armadale line, the biggest in its 130-year history?
- (2) Can the minister outline what this means for the communities that live along the Armadale line?

Ms R. SAFFIOTI replied:

- (1)–(2) I thank the member for Darling Range for the question. Last Sunday night, as Coldplay finished its last song, the Metronet team was out getting ready for the biggest transformation of the Armadale train line in its history. A few hours after we closed that rail line, we started removing the boom gates. I acknowledge all the work being undertaken by the workers across the entire area—from Victoria Park, Cannington, Beckenham, Armadale, Byford and through to Thornlie. The workers have been working through this extreme heat to progress the Armadale line transformation. The boom gates that have been removed were at Oats Street, gone; Welshpool Road, boom gates gone; Hamilton Street, Wharf Street, William Street, Armadale Road, Forrest Road and Church Avenue. All those boom gates have been removed. We started the demolition of the stations. In fact, Carlisle station has now been removed. Cannington is now a pile of rubble, member for Cannington.

Mr W.J. Johnston: The station.

Ms R. SAFFIOTI: The station is a pile of rubble.

This work will make way for a brand new set of stations. It will mean no more boom gates in those areas and of course reduced congestion and a better public transport experience.

Member for Darling Range, we were out there in Armadale, and through to Byford. We have already seen the work that has been done on the Thomas Road rail line overpass. Unfortunately, the member for Armadale could not do much work with his injury, but he came out and we looked at the boom gate removal from Church Avenue. People were surprised that we were removing the boom gates from Armadale Road, which is a major congestion point.

Touch wood, as I always say, what we have seen with the Western Australian public is patience but also people getting on with it. We have seen incredible results across the network. We were estimating that 55 per cent of those using the Armadale train service would move on to our bus replacements. That has now moved to 76 per cent. We estimated 55 per cent and we are getting 76 per cent on our public transport replacement services. Importantly, also in relation to traffic, we were estimating 17 per cent extra vehicles on the roads. Last week, I am happy to report that the number of extra vehicles ranged from four per cent to 11 per cent in the morning peak, less than we forecast. Member for Bunbury, we also took that journey on the last *Australind* train before it was replaced with a new locally manufactured train.

I thank the Western Australian community for its patience and for being excited about the future of that corridor. The feedback that I get is that people understand that although it may take a little longer, they know the transformation that is coming. I also thank the workers out there. As I said, when we closed that rail line, I wanted to see activity the next day, and we definitely have. People in the member for Darling Range's electorate have already seen a lot of activity through Darling Range. Very soon we will start seeing new rail lines, the new viaduct structure in place and also the construction of new stations, in particular, Byford train station, a station that this Labor government is proud to be delivering.