

CAUSEWAY PEDESTRIAN AND CYCLE BRIDGES

867. Mr C.J. TALLENTIRE to the Minister for Transport:

I refer to the Cook Labor government's commitment to deliver accessible active transport infrastructure for Western Australians.

- (1) Can the minister update the house on the construction of the excellent new Causeway pedestrian and cycle bridges, including how this project is supporting jobs and businesses in WA?
- (2) Can the minister inform the house how this government's record on local manufacturing compares with the record of those opposite?

Ms R. SAFFIOTI replied:

- (1)–(2) I thank the member for the question. Of course, the member is a very strong advocate for cycling in this state. As the member outlined, we are spending a record amount on pedestrian and cycling infrastructure across the state. There is no better place to see what is happening than adjacent to the Causeway, with work underway on the new Causeway pedestrian and cycle bridges. As we know, this is one of the busiest connections in the state with more than 3 000 users daily. The current bridge is far too narrow to accommodate both current and future demand. That is why we made a decision to build a new cycling bridge that will be six metres wide and have space for both pedestrians and cyclists.

Just a few weeks ago, the Premier and I went down to Henderson to see the works being undertaken by Civmec. We are building this bridge locally, members. Right from the start, we made a commitment to build this bridge locally. Work is well underway, with the first deck already completed. Over 700 jobs will be created during its construction. I compare and contrast our approach with that of the opposition. Do members remember that when the previous Liberal–National government tried to build a bridge over the river, the Matagarup Bridge, it did not go local? It said that Western Australians were not good enough to build a bridge to stretch between both sides of the river. I am glad that we have talked about the statement of risks, because I thought I would go to the midyear review of December 2016 and look at the statement of risks. Do members know what was not in there? What was not in there was the Matagarup Bridge—and it should have been. I looked through the *Pre-election financial projections statement*; surely the previous government would have highlighted the massive risk of outsourcing the construction of the bridge to a company from one country to be built in another country on land owned by a South Korean wind turbine manufacturer. I think it was outsourced to a Japanese company that was going to build it in a Malaysian fabricating yard, and that yard was subsequently bought by a South Korean wind turbine manufacturer! As a result, when we won government, my first question was: where is that bridge? They said it was on the ship. I kept asking: where are the components of the bridge? Anyway, they never turned up. We made a very quick and early decision to bring the manufacturing of that bridge back to Western Australia. The Matagarup Bridge is now one of the most iconic sites in this state and one that reflects the quality of Western Australian manufacturing. Of course, we are manufacturing our new C-series railcars at Bellevue—again, a reflection of what we can do.

The new pedestrian bridge will not only be iconic and celebrate Aboriginal heritage in this state and the connectivity between both sides of the river, through Heirisson Island, but also, again, show what Western Australians can do when it comes to manufacturing in this state.