

RAILWAY (NORTHERN AND SOUTHERN URBAN EXTENSIONS) BILL 1999

Introduction and First Reading

Bill introduced, on motion by Hon M.J. Criddle (Minister for Transport), and read a first time.

Second Reading

HON M.J. CRIDDLE (Agricultural - Minister for Transport) [4.10 pm]: I move -

That the Bill be now read a second time.

The purpose of this Bill is to implement the legislative authority for the construction of the Currambine to Butler railway and the Jandakot-Rockingham-Mandurah railway. The Government committed itself at the last state election to extend the northern suburbs railway from Currambine to Clarkson. The next major transit station planned for north of Clarkson is at Lukin Drive, Butler. This section of the railway will be located within a contiguous railway-freeway reservation. When completed, the railway will form part of the urban passenger network.

The Department of Transport will now commence the development of a master plan for extension of the railway from Clarkson to Lukin Drive, Butler. In March of this year, the Government released the master plan for the south west metropolitan railway. The route of the railway is Perth-Kenwick-Jandakot-Kwinana-Rockingham-Mandurah, over a route distance of 82 kilometres.

Although the Bill simply authorises the construction of railways, I will outline for the information of members the main features of the south west metropolitan railway proposal. A railway is already constructed between Perth, Kenwick and Jandakot. Accordingly, legislation is required for the construction of a railway from Jandakot to Kwinana, Rockingham and Mandurah. The principal feature of the planned system is a rapid transit regional railway supported by buses and private cars. These will link local communities to strategically spaced and individually purpose-designed transit stations. Extensive facilities will be provided at transit stations for pedestrians, cyclists, bus-rail transfers and parking for private cars.

The south west metropolitan railway will be integrated with existing urban rail and proposed bus transit services, which will permit an extensive choice of public transport journey options from the extremities of the Perth metropolitan region. This rapid transit system will provide a standard of travel comparable in transit time, convenience and cost with the private car. In doing so, it will contribute to the containment of investment in road infrastructure, and optimisation of its use. Combined with the existing urban rail system, it will make a significant positive contribution to maintenance of an acceptable level of air quality in the Perth metropolitan area.

Future rapid transit extensions in the northern suburbs will mean that the south west metropolitan area and the area to Yanchep and beyond will eventually be linked by a fast inter-regional rail service, in excess of 120 kilometres long. The anticipated patronage from the south west metropolitan area by the year 2006 is in excess of 30 000 passenger journeys a day. This is of the same order as current usage of the northern suburbs line.

By any measure, the south west metropolitan railway from Perth to Mandurah is a major project. It involves -

New railway of 69 route kilometres;

more than doubling the present electric railcar fleet with the introduction of faster, more modern trains;

a significant increase in train services between Perth and Kenwick, and associated measures to accommodate this;

initially, 10 new transit stations between Perth and Mandurah;

links and coordination with a new rapid transit bus transitway between Rockingham and Fremantle;

a railcar depot in the Rockingham-Kwinana area;
reservation for a future route through the Rockingham city centre; and
long overdue grade separation of selected, intensively-used level crossings between Perth and Kenwick.

Provision is made for three alternative routes through the Rockingham city area: Firstly, a direct route to Mandurah along the eastern outskirts of Rockingham, supplemented by dedicated transit link buses operating between rail transit stations and the Rockingham city centre; secondly, a route through the city with only the section through the central core below ground in a tunnel; and, thirdly, a route comparable to the foregoing, but with a longer tunnel. A typical rail journey time to Perth will be around 44 minutes from Rockingham and 60 minutes for limited express trains from Mandurah.

A realistic three-stage program to implement the proposed railway service has the following timetable: Commencement of services from Thomsons Lake to Perth within four years of inception; commencement of full services from Rockingham two years later; and services to commence from Mandurah 18 months after that.

The actual implementation program will be finally determined by such factors as development of a cashflow which is consistent with other government obligations; a realistic program for the delivery of rolling stock; and the need to establish and refine operational procedures for the new services and their integration with existing services. The total infrastructure cost from Perth to Mandurah will be nearly \$630m and the value of the railcars will be an additional \$312m in July 1998 dollar values. Work is ongoing to determine the extent to which the cost and risks associated within the infrastructure works can be shared with the private sector. It is necessary that alterations required at Perth station together with those works along the Armadale line to Kenwick be undertaken as part of the first stage.

There will be significant benefits for road users. Five intensively used railway level crossings between Perth station and Thomsons Lake are to be eliminated with bridges. In carrying out these works, particularly for the section from Perth to Kenwick, this project can be seen as the catalyst to initiate works which are long overdue. This plan is a major proposal for improving the long-term fabric of public transport facilities in the Perth metropolitan region. I table the Acting Director General of Transport's report on the construction of the two railways as required by section 18A of the Transport Co-ordination Act. I commend the Bill to the House.

[See paper No 372.]

Debate adjourned, on motion by Hon Bob Thomas.

RAILWAY (NORTHERN AND SOUTHERN URBAN EXTENSIONS) BILL 1999

Second Reading

Resumed from 10 November.

HON KEN TRAVERS (North Metropolitan) [5.25 pm]: I am the first speaker, not the lead speaker, for the Labor Party, and I am not sure whether our lead speaker will take up the option. The Labor Party will be supporting this Bill. It is pleased to see a conservative Government finally bringing something before the Parliament and showing some action on building railways. Its track record on building railways in the recent past has been fairly slow; in fact, its greater record has been to close them.

The northern and southern suburbs urban extensions are covered by this Bill. As a member for the North Metropolitan Region, I am pleased that the extension from Currambine to Butler is contained in this Bill. I have been waiting for that for a long time. The Government promised that at the last state election and it is now well overdue in meeting the expectations of the people in the northern suburbs, especially those in the Clarkson and Merriwa areas. We should not allow any further development along the northern corridor unless infrastructure, such as the railway, is in place.

The southern urban extension deals with the railway line that will eventually go through to Mandurah. A number of points

must be made on behalf of the Labor Party. We note that it does not include the Kenwick-Jandakot link, because that is already part of an existing railway reserve. However, the current Labor position, which we have articulated many times, is that although we support the line going through to Jandakot, we have not supported the Kenwick-Jandakot link in the past. It is important that this railway line project get up and running. We will be supporting this Bill, so the Government can get on with the job of developing the railway line. Obviously, if the Government has not started the construction prior to the next election, we may seek to revisit this issue depending on its net effect and how far advanced it is. The other point we must note in this legislation is that the proposed rail line does not go through the centre of Rockingham. Again, even as a member of the northern suburbs, I am well aware of the views of the Rockingham community, as expressed through the city council -

Hon B.M. Scott: That decision has not been made. That is the only part that has not been determined.

Hon KEN TRAVERS: However, this Bill does not include it.

Hon M.J. Criddle: Yes, it does allow for it.

Hon Tom Stephens: Where is that spelt out in the Bill?

The PRESIDENT: Order! Members should let Hon Ken Travers have his say.

Hon KEN TRAVERS: If that is correct, I look forward to the minister's response making it very clear that the Government is still consulting with the community of Rockingham and that it is still considering the option of taking the railway line into the centre of Rockingham. As someone who spends a lot of time in Joondalup, which has the benefit of a railway line going through the centre of the central business district, I think it is important, if we are to seriously develop our urban regional centres, that they be linked to an efficient and effective public transport system. We support this Bill. We are pleased that the Government has finally brought this legislation into the House. We hope it is a sign that the construction of the railway line is imminent. It is ironic that this Bill follows immediately after the previous Bill, which deals with the sale of AlintaGas. We have made it very clear that we believe the Government should build this railway line regardless of whether it is successful in flogging off income-producing assets.

HON TOM STEPHENS (Mining and Pastoral - Leader of the Opposition) [5.31 pm]: The Labor Opposition will await with great interest an explanation from the Government as to how it proposes to handle the detail that was referred to in the contribution by Hon Ken Travers to this debate on the Railway (Northern and Southern Urban Extensions) Bill; that is, the impact upon this legislation of the route that will be drawn up for providing rail services to people in the centre of Rockingham.

Hon Simon O'Brien: Clause 4, subclause (2).

Hon TOM STEPHENS: I look forward to that explanation from the minister. I hope he has not managed to hoodwink -

Hon Simon O'Brien: You do not believe the member?

Hon TOM STEPHENS: Government members are too readily hoodwinked by their Cabinet into all sorts of hair brained and clapped-out strategies. I hope this is not another one. In reference to the Kenwick-Jandakot line, it is true that the Labor Opposition has not yet committed its support for that option, but we are particularly keen to see how the Government proposes to tackle the issue of Rockingham, and I look forward to an explanation from the minister.

HON B.M. SCOTT (South Metropolitan) [5.32 pm]: The Railway (Northern and Southern Urban Extensions) Bill is an important enabling Bill and forms an essential part of legislation to authorise the construction of this railway. It indicates the commitment by this Government to the extension of the rail line from Kenwick to Rockingham and to the extension of the Perth to Joondalup railway from Currabine to Butler. My interest as a member for South Metropolitan Region is in the extension of the rail line from Kenwick to Mandurah. This Bill provides the necessary authority to construct that railway, and all necessary, proper and usual works and facilities in connection with the railway may be constructed and maintained along the lines as described in schedules 1 and 2.

I have been given the responsibility and privilege as the local member of conducting thorough consultation with the Rockingham people about the rail connection to Rockingham. It may not be common knowledge in the public arena, but it is common knowledge in that region that every part of that line has been planned in detail, with the exception of the link into Rockingham. The people of Rockingham were given three options to study and consider. Those options were detailed in a brochure that was put together for the task force that I was asked to chair. I selected the members of the task force to deliberate, and we have been doing that on a weekly basis. The master planning group looked at about 20 options for the connection to Rockingham and determined that three options would be presented to the people of Rockingham to consider. In brief, those three options were: A long tunnel option which ran under the city and Anniversary Park; a short tunnel option which ran via the city centre; and a direct route which would go along the side of Rockingham. Our findings will shortly be delivered in a report to the Minister for Transport. They give a clear indication of where the people of Rockingham want the rail line. There has been a determination to have a rail link in that region for some 50 years. No other Government has made such a commitment and this enabling Bill shows the determination and commitment of the Government.

Hon Tom Stephens: Bills are cheap, member.

Hon B.M. SCOTT: It is a commitment made in this place. It is a public commitment, Hon Tom Stephens, and should be taken in the spirit in which it is intended. This is the necessary part of the furthering of the planning and implementation.

I report to the House that there is a high level of understanding in the Rockingham region of this rail link and the options

which were available. We were overwhelmed by the number of people who responded to the options paper. Over 8 000 respondents put in written submissions. That has meant a lot of work. I have had the task force working on weekends and most Mondays or Fridays to deal with the amount of work. It has been a good consultation process. We offered the opportunity for people to make oral or written submissions and over 500 people wanted to meet the task force personally. It has been an extensive consultation process. The people of Rockingham clearly want the rail link to the city centre but the final decision is up to Cabinet and the minister. However, I thoroughly support this Bill. It is indicative of a Government committed to public transport.

HON NORM KELLY (East Metropolitan) [5.37 pm]: Before I comment directly on the Bill, I will make a comment about the order of business today. Unfortunately we still do not seem to have any form of system of organising our order of business; it seems that it is still falling down. When the Leader of the House moved the orders of the day to be taken today, there was no consultation about how we would progress through other Bills. I was then advised that it looked like we would be debating this Bill at some later stage of the day. I only received my briefing on this Bill on Monday and I have not been able to fully research everything that I would have liked to. I realise that with the Labor Party's support, this Bill will be passed. However, it makes it awkward for me to give the Democrats' position on this legislation as well as I would like.

I will move on to the two matters before us in this Bill, the first of which is the Currambine-Butler extension of the Joondalup rail line. We are being asked to give the Government approval to undertake contracts for that extension prior to seeing the draft master plan for it. I understand the master plan is currently with the Minister for Transport and that at this stage he has not taken it to Cabinet, yet the Parliament is being asked to approve that extension anyway. It seems to be a strange way of going about things. I would like the minister's comment about when that draft master plan will go before Cabinet and when the public will have an opportunity to look at it. However, the Democrats support that extension to the rail network.

We understand that the route has not yet been finalised for the proposed extension north of Lukin Drive. There is the option for it to go further west of the freeway reserve, which is an eminently suitable position because the railway will be almost bounded on one side by a national park and by residential suburbs on the other. Of course, a good public transport system should go through the centre of residential areas so that it is completely surrounded by them. However, the proposal in the Bill is a practical solution to utilise the current transport reserves.

I do not have the map with me, but the railcar yards which will be part of this extension were originally proposed to have an impact on the Neerabup National Park further south than the present proposed location. The new proposal is an improvement because it will have less impact on the national park and because the practicalities of its use for the railway are not affected. It has only positive benefits for the impact on that national park. Of course, it is not definite at this stage. The reservation for the railcar depot is still subject to an amendment of the metropolitan region scheme, which is currently out for public submissions. I would expect from most of the comments that I have heard that such an amendment would go through without too much trouble.

I move on to the south west metropolitan rail extension. When I was first briefed on this Bill, after the release of the draft master plan in March or so of this year, I had put to me the original three options for this rail extension. One was extending the Perth-Fremantle rail line to Rockingham and Mandurah. I understand this to be the Australian Labor Party's preferred option for the location of a railway line. It would better serve existing suburbs, such as Spearwood, Hamilton Hill and the like, which are bypassed by the Government's route. It is difficult to install rail networks in areas that have already been developed because it is difficult to get reservations. The Government has proposed that the rail line go straight down the freeway for a good section of this extension. Once again, it is good logic to utilise transport corridors. It also facilitates the development of those areas close to the freeway which are ever expanding in the southern suburbs, particularly in the marginal seat areas, such as Southern River and the like. The overall plan for the rail line does not indicate any favouritism based on political seats. This will benefit the people of Perth, irrespective of their voting patterns.

Hon B.M. Scott: That is what good government does; it looks at the long-term benefit for the public good.

Hon NORM KELLY: That is right. I know some comments were made when the plan was released as to whom it might or might not favour, but it is a very good proposal.

The third option which was considered was to put the railway straight down the Kwinana Freeway. Because costings for this option are not included in the master plan which concentrates on the Government's preferred option, I do not have the figures which indicate the cost to put a railway down the Kwinana Freeway. That option would necessitate an underground rail link from Perth or West Perth running under Kings Park across the Narrows Bridge. The option would possibly, although not necessarily, need to run under some sections of the Kwinana Freeway.

However, I was surprised by the information provided by the Department of Transport on the three options. A leaflet provided with the release of the master plan stated that the route to Perth via Kenwick from the Thomsons Lake regional centre at Jandakot was selected after the investigation revealed that it would have the greatest number of passengers, the shortest distance and travel time, the least cost, and the best level of service of all the proposed routes. I find it hard to understand how the route selected by the Government has the shortest distance and travel time; that is travelling from Perth to Kenwick and out to Jandakot and Thomsons Lake, rather than heading straight down the Kwinana Freeway. It makes no sense.

Hon Simon O'Brien interjected.

Hon NORM KELLY: It does not state that. It may be shorter than the Fremantle option, but that option is not being circulated by the Government. The literature is misleading as it refers to it having the shortest travel time and distance of the three options, which is not the case.

Travel time is of the essence when considering how well the rail route will be utilised. The travel time from Mandurah to Perth is estimated to be 60 minutes once the line is fully developed, which is similar to the travel time by car. We must ensure that we do not slow up the freeway so people will utilise rail, and that people see rail as the alternative rapid transit into the city. I am not sure whether this proposal by the Government necessarily facilitates that view.

As Hon Barbara Scott said, the Rockingham option is being widely canvassed in the community. As I am not a local member, I am not entirely aware of the proposals involved. Nevertheless, I know some strong comments have been made by the local council representatives, and that a strong feeling is evident that the rail link should be straight up to Fremantle. People relate to Fremantle as a regional centre for the area. That is the strong view of a percentage of the community -

Hon B.M. Scott: That is not what was indicated in a survey of 9 000 respondents.

Hon NORM KELLY: As I indicated, I am not knowledgeable about the detail of those options. However, I know from letters I have received that the Fremantle connection has a level of support. The Government is proposing a bus connection, but the privatisation of bus services in that area has resulted in complaints that places like Baldvis are missing out already.

Hon M.J. Criddle: You'd better justify that.

Hon NORM KELLY: If I had had more time to prepare for this speech, I am sure I would have been able to do so. I might have to come back to the minister on that point next week. It would have been far better to look at a light rail option over the Narrows Bridge to service those inner southern suburbs.

Hon B.M. Scott: Are you referring to light rail?

Hon NORM KELLY: Yes. That would better service the southern suburbs that will be impacted upon negatively as a result of the building of the second Narrows Bridge. The second bridge will attract extra traffic to the roads in those suburbs. It is not simply a matter of more cars using the freeway but more cars using suburbs such as Como, which has already experienced an increase in traffic density and which is having difficulty coping.

Hon Derrick Tomlinson: Have you talked to the people in Como about putting a railway line down the middle of the freeway?

Hon NORM KELLY: Yes, I certainly have.

Hon Derrick Tomlinson: And they support it?

Hon NORM KELLY: Some do and some do not. The people I talk to in Como do not enjoy the delays they experience when trying to get onto the main feeder roads. They are caught up with excessive traffic in those areas. They must use Labouchere Road because Kwinana Freeway is at a standstill.

Hon Derrick Tomlinson: So they would catch the train instead.

Hon NORM KELLY: They would if they had the option. A Department of Transport study conducted this year or last year showed that if people are provided with options they will utilise them. A week or two ago in this place I said that the Government should extend the central area transit service into suburbs such as South Perth, Victoria Park and Subiaco so that fewer passenger vehicles use the freeway and the Narrows Bridge.

Hon B.M. Scott: That is fine, but we are talking about a light rail line.

Hon NORM KELLY: That is correct, but Hon Derrick Tomlinson diverted me.

If the emphasis is on the line from Kenwick, utilising a freight line, and then onto the freeway, the other rail network servicing the southern suburbs should not be neglected. I looked at Gosnells station last week and it is in a terrible position. The distance between the bus terminus and the station is a couple of hundred metres. That is very inefficient and dangerous. I understand that the Department of Transport is looking to relocate that station, and I encourage the department to carry out that plan. A coordinated train station and bus terminus arrangement at that location will lead to increased usage.

It is interesting to note that eight stations on the northern suburbs railway network serve about 40 to 60 per cent of the passengers in the urban network. The other 45 stations carry the rest of the passengers. With proper planning, we will maximise passenger usage of these rail networks. The south western metropolitan railway will also add to the successes that the northern rail has had. Of course, we must also look at the time line for the completion of this railway line. I would like to hear the minister's comments about when the people of Western Australia can look forward to this railway line being built. As I said, although we did not appreciate the way in which the Bill was brought on for debate, the Australian Democrats will support it.

HON J.A. SCOTT (South Metropolitan) [5.54 pm]: The Greens (WA) will be opposing this Bill. Like the Democrats, we have serious concerns about the southern rail link and the route chosen for it. We believe that the planning for the link has been totally inadequate and will not solve the major traffic problems suffered by the City of Perth, which problems could have been solved if a proper system had been planned to take traffic off the southern corridor roads.

I apologise to the Minister for Transport as I will not finish speaking by six o'clock tonight.

The interjector who talked about whether people in Rockingham and elsewhere support this particular route forgets that a major study of the south west transport problem, with participation from huge numbers of people, was conducted by a previous Government. The study inquired into the best possible route for moving people from the southern corridor and

surrounding areas to Perth, including a link to Mandurah. I believe it was the then Labor Government in 1990 which instituted that two-year study and I am aware of 11 reports produced by that study's committee. I attended many of the community meetings before I became a member of this place. There was a strong commitment to link Fremantle to Rockingham for a number of reasons. One of the most significant reasons related to the traditional linkage between those cities. Many people from south of Fremantle like to travel into Fremantle for entertainment or to visit a restaurant or whatever, as Fremantle is a good place in which to relax or to visit in the evenings. There was great concern about the proposal that was put forward by the following Government, as opposed to the one that we are looking at now, as it took a route through Kenwick and would have broken down the traditional linkages between the cities in the south west corridor. Furthermore, the Rockingham community was concerned about altering its image from sitting on the edge of an industrial area to becoming a tourist attraction, as the previous Government wanted to promote tourism in Rockingham.

The effect of breaking the link with Fremantle by taking the rail route another way towards Rockingham would be severe, as Fremantle is one of the most popular tourist spots in the State. When tourists visit Fremantle by train they suddenly find that they are at the end of the line and there is nowhere else to go. People do not want to get onto buses and travel down to Rockingham to visit Penguin Island or wherever; they would prefer to continue by rail and make the connection in that way. There is therefore a large concern in Rockingham about the tourism effect. At the Fremantle end, this particular proposal spells disaster for Fremantle recreational industries. It will mean that Rockingham, and areas south of Rockingham, will be linked eventually directly to Northbridge. Instead of travelling to Fremantle, people will travel on to Northbridge because those people who want to have a few wines with dinner and so on will not want to get off a train and board a bus; they will prefer to board a nearby train. People will travel by train to Northbridge rather than by bus to Fremantle.

These are real concerns. Most traffic from Rockingham does not travel all the way to Fremantle. Much of it goes to Cockburn and the Kwinana strip. Part of the argument that the Government has been putting forward for that route shows that it is not about dealing with the major traffic problems in the city and people using rail, but is about providing a fast link to Mandurah. It is not about getting people out of their cars, which is a terrible shame. With this route, we will not see people stop using their cars, as should happen. I can detail that, but because I am about to run out of time within which to speak on this occasion, I will leave my comments until the Parliament resumes next week.

Debate adjourned, pursuant to standing orders.

Second Reading

Resumed from 18 November.

HON J.A. SCOTT (South Metropolitan) [7.49 pm]: As I said when I opened my remarks in this debate, I have found myself in a difficult position, because I am very much in favour of the extension of the rail systems throughout Perth, both north and south of the city. Unfortunately, I find it difficult to support this Bill because the alignment on which the Government is building a rail line to the south is bound to fail. The Government has chosen the old freight route, which is a cheap freight route, from Kenwick across to the southern extension of the Kwinana Freeway, and then travelling south. I said last week that we need a network, with the main line going down the route of the freeway through the main population areas. The main population areas should not be avoided.

Hon Barry House: Where would you get the extra billions of dollars to build that line?

Hon J.A. SCOTT: The theory behind Hon Barry House's position is that if a rail line is built where there are no customers, it will be much cheaper to build. However, there is no point in building a rail line where there are no customers. For the benefit of Hon Barry House, I point out that the rail line will go past the Jandakot Airport and Canning Vale. The major population areas are to the north. Hon Barry House does not seem to understand that no-one will drive back and then do a big loop around the city to use that rail line.

Hon Barry House: It means that we will get a railway to Mandurah by 2006. If we did it your way, we would not have it until about 2020.

Hon J.A. SCOTT: This shows why Hon Barry House should never be in charge of Transport in this Government. The reason that people wanted to build a rail system was not to have a small number of people travelling from Bunbury and Mandurah to Perth; it was to carry large numbers of people to get them off the roads in the city. If Hon Barry House examines the reasons for building another bridge over the Narrows, he will find that 160 000 people travel over that bridge from the south every day. By the time one reaches the Mt Henry Bridge - does Hon Barry House know where that is - the number of people decreases to 90 000.

The PRESIDENT: Order! If Hon Jim Scott speaks to me, I will not interject.

Hon J.A. SCOTT: Thank you, Mr President. By the time one reaches South Lake, there are only 22 000 people. Clearly, the major traffic area is not from Mandurah or Rockingham; it is from those east-west roads that adjoin the freeways - roads such as South Street, the Canning Highway, and also from the east of those roads. By choosing this route, the Government has shown its misunderstanding of what a public transport system is about.

In the southern region, we need a main line along the area of the freeway, and a hybridised line, which would either carry express trains travelling at around 120 kilometres per hour in open areas or travel at lower speeds alongside the streets. Therefore, we need an extension from Fremantle to link Rockingham and then join the other line. The people of Rockingham have been waiting for this line, and even the council said that it would go along with the Government's proposal, on the expectation that a line would pass through Rockingham. However, they have now found that they have been doublecrossed by the Government and that the line will bypass Rockingham. Therefore, people will be required to travel by bus to the station before catching the train.

We need a network. That requires two parallel lines. One would be a hybrid line travelling down the coast so that people in Fremantle are not cut off from the coast.

Hon Barry House: How much would it cost for two lines?

Hon J.A. SCOTT: It would cost a lot less than the money that has been wasted on the northern bypass and tunnel that have been built by this Government. The money expended on that would pay for a considerable amount of rail network in the southern corridor, rather than constructing a road that is not wanted by the people in that area and that promotes more traffic. The proper way to manage this would be to have hybrid railway line links between the lines across streets such as South Street and perhaps up the Canning Highway. This would take a huge amount of the car-driving population off the roads, in which case the extra bridge over the Narrows would not need to be built, and the Government would have been able to save money in that way.

The Government is going about this in completely the wrong way. Its urban transport management design is straight out of some boys' own textbook. The Government thinks that locating the line along a cheap route, which is already owned by Westrail, is a good idea. However, the arguments of Hon Barry House and other members on his side of the House fall into a hole when the cheap cost is mentioned, because an existing line travels south, although not along the freeway, from Fremantle all the way to Kwinana. That line has been disregarded by the Government. It is quite strange, because as I said when I opened my remarks, under the previous Government, a lengthy south west area transit study was carried out. Unlike on this occasion when the minister has overridden local concerns and has decided that the line will run in a particular

direction, the then minister, Hon Eric Charlton, chose a route along an area that would never be developed because it was on a water mound and went past an airport, where surely no population will ever be centred. That line does not even service the airport, which would at least make it of some use. However, unfortunately, it does not go there.

Instead of the Government backing up its claims that this was a good route with worthwhile data, on the many occasions when I asked questions in this place, I received a large amount of misleading information from the then minister, saying that most people did not want to travel south via Fremantle, as was the situation at that time, but that they preferred to go to Perth. However, these people are being sent to Kenwick. Of course, similar to the Kenwick line, the Fremantle line continues on to Perth. Therefore, his statements were fallacious. When I asked him how many people travel between the Rockingham area and Kenwick compared with the number of people who travel between the Rockingham area and Fremantle, he gave me forward projections for the period after a rail line to Kenwick had been built, and he said that more people would go to Kenwick. When I asked him from where he had obtained this data and what modelling had been used, he provided me with a sheet of paper, which stated that the figures should not be trusted because the data were doubtful. The data were based upon the amount of people who used certain stations already in existence in Perth. However, none of the major stations was on that line. I think the top two stations were on the northern line and the next most popular station was Fremantle.

How he managed to work out that more people would be picked up at Thornlie and so on than would be picked up on another route, I do not know. There was absolutely no logical sequence to his argument, particularly when one looks at the population centres on a map of Perth. This freight line was specially built to avoid population because at that time trains were very noisy. The freight would travel right to the south of the city and avoid people. The Government has chosen this route on which to build its southern rail extension. I am at a loss to understand why it is sensible planning. There is only one advantage about that line: Even though it is further, it will be quicker than going via the freeway or via Fremantle, because there will be so few passengers the train will not have to stop very often. In that way, we will have a much quicker service. That will be fine for a long-distance commuter service to Bunbury and Mandurah, but it will do nothing to take the burden off our urban roads, which is what this rail system was supposed to be about. However, this Government does not seem to understand that. The article on the front page of the *Weekend Courier* of January 30 last year, which is headed "Rail row sparks local rebellion", states -

Some Rockingham residents claim Rockingham City Council has been railroaded by the State Government over the Kenwick rail connection to Perth.

A majority of people at Rockingham City Council's AGM this week supported a motion by Port Kennedy resident David Hume rejecting the council's decision to support a rail route through Kenwick until such time as proper and adequate community consultation had been done.

Mr Hume is the convenor of the Peel Districts Railway Foundation Inc., which has gathered more than 500 signatures in the past six weeks supporting a rail link to Perth, but through Fremantle.

Mr Hume told the council people wanted the Fremantle link and if the councillors had collected signatures at Rockingham City Shopping Centre as he had, they would know too.

"Councillors should ask the people what they want," he said.

That could also apply to the State Government. It continues -

"You (councillors) are not speaking for the majority of the people in Rockingham."

"The Government has said the rail line could bypass Rockingham and be built later than sooner but we do not accept the Kenwick connection and the council has bowed to that."

The Rockingham City Council has been blackmailed into accepting that decision.

Hon Barry House: Blackmail! They accepted reality.

Hon J.A. SCOTT: They have been railroaded.

Hon Barry House: Reality is a foreign concept to you.

Hon J.A. SCOTT: Unfortunately, the reality of this matter is that the Government will build a line that is designed to fail. Not only is it designed to fail, but also it is designed to look after mates. South Lake is the only major centre anywhere near the urban area that is likely to use this rail, and not even a lot of passengers in South Lake will use it because, instead of going up the freeway to Perth, they will have to travel many kilometres to the east before travelling back into the city. They will circumvent the city. That will mean that many South Lake residents will go by car. There is a proposed new development at Thompson Lake, and clearly the developer has quite a good influence with the Government. That will be a real boon as the railway line will be stopping there for quite a long period before completing its construction to bypass Rockingham, on to Mandurah and Bunbury eventually, if the Government gets around to doing this. In creating this line, the Government has completely failed to understand the local movement of people and the needs of the metropolitan area. It has been stated on many occasions that the main traffic movement was through to Perth. That is simply untrue. I have already quoted the data about the Kwinana Freeway in which only 22 000 people from south of the South Lake rail bridge continue north along the freeway; yet, on the roads going from that area into Fremantle, 30 000 people travel along Rockingham Road, 16 000 travel along Cockburn Road to Fremantle and 16 000 travel along Forrest Road. That adds up to a grand total of 62 000 people travelling from the area south. How did the Government reach this decision? It has obviously ignored its data because these were the latest figures from Main Roads when I collected them. The Government

does not want to take notice of where people want to go. It wants to construct a line to create its own social planning. If social planning is done very well, it may be successful. However, this is totally stupid social planning. It will cause massive problems in the tourism industry along our coastal areas as there will be a dead-end at Fremantle. Big problems will be caused for the businesses in Fremantle if the link is broken between the area south and the entertainment that is provided in Fremantle. It will do nothing about the majority of traffic movements in the southern corridor which are not north-south, but in fact east-west and which the Government seems to forget. It will cost us a lot of money in the long run. The Government is prepared, for some unknown reason, to build a line in the wrong place. I am not quite sure whether that reason is to support the development at South Lake or whether it is to combine the upgrade between Kewdale and the new port at Kwinana, which is more than likely the real reason behind this. The so-called electrification will go along that same route.

Hon Barry House: Another conspiracy theory.

Hon J.A. SCOTT: It already has required the raising of a number of bridges along that area. The Government is doubling up and doing this on the cheap instead of just building it properly. I now turn to the sorts of data that the Department of Transport has put forward to explain why it has chosen this route. I will hold up this document for members. This is the single page document that was provided to me. This was the great study that was carried out, with which Hon Eric Charlton provided me. This was a modern thinking-type study, too. I forget what he described it as at the time.

The PRESIDENT: Order! Hon Jim Scott can hold up as many documents as he likes. However, if he can describe it for *Hansard*, it would make a lot more sense.

Hon J.A. SCOTT: I will get on to that after embellishing it a little bit. This is the estimated weekly boardings for 2006 for the Kenwick-Jandakot section of the Perth-Mandurah railway. The numbers for the Spencer Road, Thornlie station are 3 100 to 3 900; Nicholson Road 2 400 to 3 000; Canning Vale 2 800 to 3 600; Karel Avenue 1 000 to 1 300; and Beeliar Drive 800 to 1 000. That is a total of 10 100. That is based on the Perth suburban rail system's average weekday boardings for March 1996 in the top six suburban stations. It said Warwick had the most with 5 100 but it does not go anywhere near the area the minister is talking about. The second was Whitfords with 4 700 and members will know Whitfords is probably at the opposite end of the city to where he is talking about. The third highest was Fremantle with 4 400. Once again, that is not a very good argument to show that we will get more people from the Kenwick area. Midland was fourth, Stirling fifth and Joondalup sixth. I am not sure how on earth the minister managed to work out from this data that people would use those stations unless he has deliberately withheld some information from me. I hope he has because if that is all he is using to make his claims, it is pretty thin stuff. Clearly, it does not support his argument. One can never get a straight answer out of the minister. I asked him many times about the number of people currently travelling between those areas and he was unable to tell me that.

Hon B.M. Scott: The figures are available. You are talking about 1996 data.

Hon J.A. SCOTT: These questions were asked in 1997. However, I think the whole point of this exercise is to show members of this House that if we want a successful rail service, it does not matter if it costs more to build it provided it does the job we need it to do. There is no point having a cheap railway which does not carry very many passengers.

Hon Barry House: You would deny Mandurah a railway. That is what you are saying.

Hon J.A. SCOTT: I am not trying to do that. I want a railway line which will be properly used by many people. The Mandurah line will not be built for many years.

Hon Barry House: The Mandurah line will be built by about 2050 according to your theory.

Hon J.A. SCOTT: According to the Government's theory, it will take even longer because the reality is if we build the line from Kenwick to Mandurah - and the member must recall that this will be built in stages and there will be a line to Jandakot initially -

Hon Barry House: Of course it will be built in stages. You cannot build the end bit first.

Hon J.A. SCOTT: One could build the end bit first. However, the reality is the Government has rocks in its head if it expects huge populations to flood onto the trains if it builds a line through an airport area where nobody lives, because one cannot build around an airport, or if it builds a line on a water mound where people do not live because people do not build on water mounds if they want to protect the water supplies.

Hon B.M. Scott: You allow for 3 000 people a day going to work from the Mandurah area to Rockingham and 1 000 people from Rockingham who work in Mandurah every day.

Hon J.A. SCOTT: When? When will the line be built?

Hon B.M. Scott: Now.

Hon J.A. SCOTT: No, when will the line be built from Mandurah to Rockingham? The train line will not be going into Rockingham at all.

Hon B.M. Scott: That decision has not been made.

Hon J.A. SCOTT: It will be many years before we see the line go to Mandurah. The reality is that the Government's rail link to Mandurah is many, many years away as it is. However, if members opposite think it will be sped up by building the initial stages through an area in which it will not be used, they are mistaken. Patronage encourages the Government to extend

rail lines; the more patronage, the more the line will be extended. The northern line is a good example of that. As I remember, the then coalition Government was against that railway being built but this coalition Government knows that extending the line is a good idea. It is extending the line because of good patronage.

I would like to ask the minister a question about the northern line. The diagram of the northern line which has been provided shows a gap between the rail systems at Currambine. I wonder what that means.

Hon M.J. Criddle: We are shifting the existing station into the centre of the road. One is black and one is red.

Hon J.A. SCOTT: They will join up as one line. I was hoping that was the case rather than it being a stopping point where people would have to get off one train and onto another. I would not have been surprised by that given the route of the other line. All in all, we have a line which will be built on a route which has no public support. The Government has railroaded the Rockingham City Council into agreement on this line. The council is now writing to members of Parliament and complaining about the way it has been dealt with.

Hon Barry House: You ask the people of Mandurah and then say it has no support.

Hon J.A. SCOTT: We could ask the people of Mandurah whether they would rather go straight up the freeway or do a dogleg out to Kenwick. If one were allowed to do such wagering, I would wager that the great majority would rather go straight up the freeway.

Hon Barry House: What if the question also said, "Would you like this railway in 2006 or the one going straight up the freeway in 2025?"

Hon J.A. SCOTT: That is nonsense. The member knows if the Government does not get money back on the line, it does not have money to go into rail and that the most successful lines run through populated areas, not areas where people do not live.

Hon B.M. Scott: None of them make any money though.

Hon J.A. SCOTT: I am not sure how many public transport systems -

Hon J.A. Cowdell interjected.

Hon J.A. SCOTT: That is what I was about to say. If we look at the road system, we will see that the hundreds of millions of dollars spent on the short patch of road through the north of the city - which was opposed by many people - has not gained any money for anybody.

Hon B.M. Scott: That is not the issue.

Hon J.A. SCOTT: It is the issue.

Hon B.M. Scott interjected.

Hon J.A. SCOTT: No roads make money.

Hon M.D. Nixon: The motorists more than pay for the roads.

Hon J.A. SCOTT: We have just heard some sort of crazy comment about how roads actually make money. I think the member meant that the taxes on petrol make money - taxes like the so-called WA Inc levy which was applied to get rid of the WA Inc debt and seems to remain long after. It has never disappeared and it is still not enough to pay for the current debt situation this Government has gotten into.

Hon Barry House interjected.

Hon J.A. SCOTT: It is not bending the truth. We have a \$600m budget deficit at the moment.

Hon Simon O'Brien interjected.

Hon J.A. SCOTT: I am afraid I have not been speaking about SGIO and I do not think I mentioned it.

Returning to the rail situation, we would like to see the Government build a rail line which is designed to get people off the roads and out of cars. It would save hundreds of millions of dollars because we would not need to build these massive road structures which cost something like \$1.5b in road trauma alone. Roads also result in large sums of money being spent on illness caused by pollution - another issue which is not added into the cost of road traffic in this State. If members truly added up the costs of roads, they would find that public transport by train is very cheap. Cars are literally costing us the earth at the moment. About one-third of the total area of Perth is taken up by car areas, with roads, parking and so on. Therefore, the city is much further extended than would otherwise be the case.

The cost of establishing outer urban block facilities about seven years ago was \$57 000 above what was paid for each block; that resulted from the need to extend the sewerage facilities and so forth. Spending money on a good rail system which passes through population areas can save money, not lose money. I am afraid that the coalition, and members opposite particularly, are unable to think beyond the one-line equation, and do not understand that the total result of providing a proper train service is not a cost but a very big saving.

I would like to support the rail system, but I cannot support this proposed route, which would be a disaster. The Government should be ashamed for riding over years of consultation in which people agreed to have certain routes established. This

Government threw out the reports and disregarded what the community wanted. The Government will put in place what it wants, which is in the wrong place.

HON SIMON O'BRIEN (South Metropolitan) [8.22 pm]: I was interested in the views of Hon Jim Scott, who, like me, represents the South Metropolitan Region. At that point our policy views diverge sharply. Interestingly, the member will not support a Bill which will provide a much-required facility in the South Metropolitan Region. Indeed, it will join the South Metropolitan Region along the common border outside Canning Vale, and head through the region to its exit at the Rockingham-Mandurah municipal border. It will extend to Mandurah itself, which is in the South West Region. I state simply for the record, on behalf of the constituents I represent, that I want to see the railway go ahead. Every contact I have had with people in areas to be affected indicates that I represent their interests, despite the comments of the previous speaker. Hon Barbara Scott, my colleague in the South Metropolitan Region, can vouch for that comment through her experience, as she outlined in her contribution to this debate last week.

I was a little surprised to hear at the planning stage that the preferred option was for the railway line to go to Kenwick, as opposed to Fremantle. However, it did not take long to understand, through reading the information made available by the Department of Transport, that it is not about the railway line going to Kenwick at all - it is about the rail line going via Kenwick to the destination of the Perth central business district. That is the point of the exercise. A rapid transit link from Rockingham, Mandurah and other places on the south side into the Perth CBD is required, and this eclipses the requirement for people from those areas to travel to Fremantle. I grew up in Fremantle and I caught the train from Fremantle to Perth on many occasions. The trip took 38 minutes then, and it takes 38 minutes now.

Hon J.A. Scott: It took only 30 minutes when I took that trip.

Hon SIMON O'BRIEN: Perhaps it takes longer when I travel as my own company. Whatever the travelling time from Fremantle to Perth, if one has travelled from Rockingham, Mandurah or other places south to Fremantle, one will be nowhere near the Perth CBD. If one's destination is the Perth CBD, and one has another 30 or 38 minutes to travel, it becomes an unrealistic option.

Hon M.D. Nixon: They will not go.

Hon SIMON O'BRIEN: Of course not. The Kenwick route will get people to the Perth CBD in the quickest time. We have heard a lot of nonsense from Hon Jim Scott that this proposed southern railway line will run where no passengers will be found. That is simply and utterly untrue. Let us take the journey from the city. Will no-one board the high-speed train at Oats Street to go to the CBD? A high-speed line will be combined with the Armadale line. Does the member not want people on the Armadale line and the south east corridor to have access to high-speed transit?

Hon J.A. Scott: Would you not like it for the Fremantle option?

Hon SIMON O'BRIEN: I will come to the Fremantle option, as the member is incapable of understanding reality; therefore, I must rise to my feet to put straight some of the nonsense the member stated. The railway will pass by areas near the Kwinana Freeway, and will join the established Kenwick connection. Apart from passing by Jandakot Airport, which in terms of the overall scale of the project is not a great distance, it will pass through some reasonably heavily and increasingly populated areas in Canning Vale, Waratah, Ranford and a range of other centres, including Thornlie, before it reaches the Kewdale line. A great demand exists in those areas for commuter transport to the Perth CBD. To suggest that no passengers are to be found along that route is simply untrue.

I understand that Hon Jim Scott believes a railway should proceed along the freeway. Many open areas have no people resident immediately adjacent to the freeway either. I fail to see the relevance of the member's comment. The idea is to move people from the remote population sites in Mandurah and Rockingham to the Perth CBD. The fact that distances are found between population centres along the route, with broken suburbia, does not matter one jot. One does not have unbroken suburbia in any direction.

Hon J.A. Scott: You do not understand the public transport concept at all, do you?

Hon SIMON O'BRIEN: It is most frustrating trying to reason with people who cannot listen to reason. I have that frustrating experience every time I debate Hon Jim Scott on such matters. His sense of reality, and his refusal to accept the expert advice of the Department of Transport, its officers and its experts, because he does not like what he is hearing, amazes me.

Hon J.A. Scott: The City of Melville agrees with me, as do the East Fremantle, Fremantle, and South Fremantle Councils and others.

Hon SIMON O'BRIEN: I did not stop that interjection because I was momentarily catching my breath and wondering whether to laugh. I will not bother to respond.

Some people have a legitimate need to travel on public transport from the major centres of Rockingham, Mandurah and other southern centres to Fremantle, and other options will be available to them. The Rockingham-Fremantle bus transit way is going ahead and will provide public transport at a scale consistent with the current demand. There is no point in building railways along that route when there are not the passengers to use it. A first-class bus route is being established to provide rapid transit along that route.

I am pleased to acknowledge that the Minister for Transport has directed that any future plans must include reserved space along the Roe Highway between the Kwinana Freeway turnoff and Fremantle. That will allow for a future railway spur to go from the Kwinana Freeway and fork off to Fremantle via Roe Highway. Of course, that will create the direct link to

which Hon Jim Scott was alluding, and it will do so when there are sufficient passengers to justify it. I do not know when that will be, but I suspect it may be many years hence. The figures do not stack up at this time.

Hon J.A. Scott: That is nonsense.

Hon SIMON O'BRIEN: I do not like being told by interjection over and over again that what I am saying is nonsense when it is the simple, unvarnished truth as presented by the experts retained by the Department of Transport. It started with people imagining that this railway would need to go over the Mt Henry Bridge and the Narrows Bridge. Many people were surprised to find that that option was not being actively considered. That makes a lot of sense because large sections of the route have no proximity to a passenger base. In addition, we are confronted with substantial engineering problems crossing the Canning River, the Swan River and tunnelling to gain access to the city from the west. I am advised that if a route crossing the river were ever considered in the future - perhaps it will be in 100 years - it would start at Applecross and go to a point that would enable it to service the university and hospitals to the west of Perth before it turned into the city. That is not what we are talking about in respect of this Bill.

The minister's and this Government's requiring that there be sufficient reserve along the Roe Highway for a future railway to Fremantle shows their foresight. It is a pity that that foresight was not displayed in the planning and building of the Kwinana Freeway, which has traffic intersections at five locations leading down to Thomas Road. The tender documents for the flyovers that will shortly be built over the freeway had to be modified because it was found that there was not sufficient room to put the railway between the current roadways. So much for the previous Government's commitment to a southern railway.

I know Hon Barry House has been following this debate with interest. He might be able to tell the House more about the previous Government's promise to build this southern suburbs railway. I understand that at one stage the then Government erected a sign in Mandurah indicating that the railway would reach a certain point. That is all the people of Mandurah ever got; they did not get a sleeper, rolling stock -

Hon J.A. Cowdell: That is because they have had a coalition Government for the past seven years.

Hon SIMON O'BRIEN: We are trying to ensure that this railway goes ahead - not in 2015 or 2020, but in 2006. That is this Government's aim and it beats anything the Labor Government could offer.

Hon J.A. Cowdell: We built the northern suburbs line.

Hon SIMON O'BRIEN: I come from the southern suburbs and we do not have a railway. We require one, and this Government will build it. Of course, that will not happen if the opposition parties in this House conspire to defeat this Bill. It is a pity that we must suffer some of the mischievous misinformation that is put about by the watermelon party.

Hon J.A. Scott: Such as what? Explain one bit of misinformation.

Hon SIMON O'BRIEN: I have just spent considerable time doing that. I wonder which way the member reclines in bed.

Hon J.A. Scott: You said councils were against it. You should look at the newspapers.

Hon SIMON O'BRIEN: I said no such thing. The member was interjecting about councils and I did not respond. The member will use figures selectively, and even make them up on occasion. He does not care. I have seen him in the public domain. His regard for the facts when dealing with political issues is not particularly good.

Hon J.A. Scott: Give one example.

Hon Ljiljanna Ravlich: He does not have one.

Hon SIMON O'BRIEN: I would not know where to start. Some of the things he has said about Jervoise Bay and limestone quarrying proposed in Leda are fantastic. He made some amazing statements at Medina about a proposed limestone quarry allegedly to be used for Jervoise Bay. That is total nonsense. I investigated that beforehand and found that the limestone was not required. The member still refuses to admit the facts.

The PRESIDENT: Order! I have just read the Bill again to ensure that I had not missed something. Its purpose is to grant authority to the Government to build two railways along a certain alignment. I am not sure that the limestone at Leda has great relevance.

Hon SIMON O'BRIEN: Thank you, Mr President, for reminding the House about the purpose of the Bill. When talking about something as important and as complex as public transport systems, we touch on a range of side issues. This Bill provides for the extension of the northern suburbs railway and the building of the southern suburbs railway. As such, I want to see it passed. I wish members in this place who claim to represent constituents - I doubt whether they see any real constituents -

Hon J.A. Scott: Where do the people want the railway to go?

Hon SIMON O'BRIEN: I am trying to bring my remarks to a close. I do not want to waste my time on some of the inane remarks which are coming from members opposite.

Hon Ljiljanna Ravlich: It cannot happen soon enough.

Hon SIMON O'BRIEN: I can tell you, Mr President, that many of the constituents in the South Metropolitan Region, whom

I represent, and they vastly exceed the number represented by Hon Jim Scott, want this railway to go ahead. He should stop his false posturing and bellyaching and let us get on with building some things for this State.

HON J.A. COWDELL (South West) [8.40 pm]: I support this Bill. In passing, I must refer to the disparaging remarks from those on the opposite side of the Chamber about the efforts of the previous Labor Government. It ill behoves members opposite, who represent the party that, in government, was committed to closing the metropolitan rail system, and succeeded in closing the Perth to Fremantle line. It is the party that disparaged the northern suburbs rail line. When it resumed power, the then Minister for Transport, Hon Eric Charlton, continually decried the waste of public funds in supporting that northern line, which has proved to be a spectacular success. This is the party that has not appropriated any significant funds for the extension of the rail network in its seven years in government, until now.

I welcome the interest of the Government, as shown by this Bill; it is better late than never. I will refer specifically to the southern line. This is long overdue. The Government has been in office for seven years and we are still waiting for a definite timetable. I refer to the second reading speech, in which the minister referred to a timetable for a three-stage implementation program. He states -

Commencement of services from Thomsons Lake to Perth within four years of inception;

I am not quite sure what is meant by the word "inception" in this sense. It continues -

. . . commencement of full services from Rockingham two years later; and services to commence from Mandurah 18 months after that.

Four years plus two years, plus one and a half makes seven and a half years. That is almost another eight years - not exactly a speedy record. This Government has spent seven years thinking about it, and proposes another eight years as the minimum time in which to do something about it.

As I say, I welcome the initiative, but we cannot say that this is a party - or a Government - that is committed to a metropolitan rail network. Indeed, as members will be aware, when we look at the billion dollar road program over 10 years, rail is the poor relation and does not figure in the priorities of this Government. I must acknowledge the recent significant expenditure of \$20 000 on the glossy pamphlet distributed in the city of Mandurah; all residents got that in the mailbox! I suppose another \$20 000 was spent on a glossy pamphlet which contained a photograph of Hon Barbara Scott and was distributed in the Rockingham end of the electorate. These pamphlets showed things were under way. Unfortunately, we have seen many of these pamphlets over the years.

I have expressed concern on behalf of my constituents as to the timing of this project. I took comfort from the part of the minister's speech which referred to the northern suburbs rail extension, which I presume will be between four and six kilometres. Mention was made of a timetable and other matters. When we got to the southern suburbs, the second reading speech was a little more nebulous. The minister has made it conditional; although the four kilometres of rail in the northern suburban line is not, the southern rail line is. The set of conditions in the second reading speech reads -

The actual implementation program will be finally determined by such factors as development of a cashflow which is consistent with other government obligations;

That means if the money is not spent on anything else and some is left over, the rail line will be built. That is an interesting proviso.

Hon J.A. Scott: For the fourth time.

Hon J.A. COWDELL: Yes. It continues -

. . . a realistic program for the delivery of rolling stock; and the need to establish and refine operational procedures for the new services and their integration with existing services.

There are three opt-out provisions. Of course, the most concerning factor is the proposal that the funding is conditional upon the sale of AlintaGas. That was always our understanding. Now it is made conditional on the fact that there are no other priorities. In the second reading speech, the minister has confirmed that there are now other conditional factors in terms of the funding.

I was disturbed to read a concept in an article in the Mandurah newspapers only last week attributed to the Premier, that if the sale of AlintaGas did not go ahead, instead of looking at 2008, eight years hence, we would be looking at 2015 for the building of this rail line. I support this initiative, and we will support this Bill; however, I am concerned that there is no definite timetable or funding for the southern extension as there appears to be for the northern suburbs.

Hon M.J. Criddle: How would you fund it?

Hon J.A. COWDELL: We have always promised to fund this project from consolidated revenue and not make it conditional on the sale of assets, as we did for the northern suburbs line.

Hon M.J. Criddle: You would borrow it!

Hon J.A. COWDELL: We would for this project. Once again, we hope on this occasion that the Government will back its glossy pamphlets and plans with some funds. We have noticed that the Government has managed to fund its billion dollar New Roads program and to find \$100m for a convention centre. The metropolitan rail system has been at the absolute bottom of the priorities list, and it has now again been put at the bottom of the waiting list.

I also express concern at what I feel is the deception of the people of Rockingham with respect to this so-called community

consultation on the loop. I ask the Government to indicate whether it is serious in adding \$100m to this exercise for sinking a railway line in a loop in Rockingham. If it is seriously considering this additional expenditure of \$100m, surely it could provide some light rail relief for Rockingham, whether it is by a line into the shopping centre or a speedy transition to rail to Fremantle. I note the master plan of the Department of Transport envisages the replacement of the much touted busway between Rockingham and Fremantle with a light rail option in due course. That would be far more appealing to the people of Rockingham.

Hon B.M. Scott: Does the member want Mandurah people to go by light rail to work? That is as fast as a tram.

Hon J.A. COWDELL: I am not talking about a replacement for the Kenwick line, but an addition to replace the bus line. I am talking about the replacement of that busway with a light rail connection. The ALP and I support the legislation, and I look forward to the Government's backing this initiative and indicating a definite timetable and funding program. At the moment the minister's speech has so many provisos and conditions as to raise considerable doubts in the City of Mandurah as to the timing of this rail link.

HON M.J. CRIDDLE (Agricultural - Minister for Transport) [8.50 pm]: I am pleased to hear that all members opposite, bar Hon Jim Scott, support the rail link that the Government intends to put in place. It will be a great addition to the rail network extending south of the metropolitan area. The south west rail master plan was a comprehensive document that was put together in a professional manner. I congratulate the people involved for putting together such a good document.

Hon Ken Travers spoke positively about the northern rail link in the initial debate, and has spoken to me on many occasions about this issue. The completion date for the master plan for his area is not far away. The draft is complete and we will release that in the near future so that the public can have a good understanding of the northern suburbs extension. Hon Tom Stephens spoke briefly and supported the plan. Hon Barbara Scott gave us a clear understanding of what was happening in Rockingham. She has done a good job on the data collected in that area based on the three options in the master plan. She informed me she has received 9 000 written submissions and 500 applications for oral submissions. That represents a comprehensive survey of that area. I look forward to receiving that report and understanding the issues in that area. Hon John Cowdell outlined a similar study that is occurring in the Mandurah area.

When Hon Norm Kelly spoke the other day I was disturbed to hear that he was concerned about not having all the information. I understood that he had been well briefed on the Monday prior to that discussion. I hope that he received the information he required.

Hon Norm Kelly: I was concerned it was brought on earlier than suggested.

Hon M.J. CRIDDLE: I spoke to Hon Norm Kelly on a number of occasions about the Bill being brought on.

Hon Jim Scott gave us his requirements for road and rail links in the southern suburbs. The member has good intentions, but this rail link is one of the major regional spines of the network as well as the extensions to the Kwinana Freeway and the busway services north of Jandakot at the present time. I am interested in Hon Jim Scott's comments about the Kwinana Freeway. For an extended distance along the river side of the freeway there are low populations and I wonder whether the bus would pick up any passengers. If the member looks to the south, he will see that area has a lot of potential for development. Having visited the area I see a lot of potential for the population in that area to grow. All the indications are that if we had the line up and running by 2006, we would have similar patronage to that on the northern line at the present time. Hon John Cowdell pointed out the good service that is provided on the northern line. There will certainly be people who will travel on that rail network.

A bus transit way is being built between Fremantle and Rockingham at present. It will be a good facility and I am sure that people in that area will be well served. The indication we had was that the patronage on that section of busway did not require a rail link at this time. Maybe in the future a light rail will be a possibility.

The circle route is also part of the network which will link across the systems. It has proved successful. Between 45 000 and 49 000 people travel on the circle route. That is a large number of people. The public have accepted the service. Regardless of whether Hon Jim Scott likes those buses or not, people use the service and enjoy travelling on the buses.

The railway to the south has been supported by all local governments in that area. Some of the figures that Hon Jim Scott quoted were early figures. Modelling was not based on the northern suburbs line but rather on a proper consideration of all trips undertaken throughout the metropolitan area for all purposes. The modelling used is perhaps the most sophisticated in Australia. After considering all those trips for all purposes, the time and cost of trips and the type of trips, we made a mathematical assessment of the trips including whether the trips were by private car or could be made by rail. It seems to be a pretty sophisticated way to arrive at these decisions, compared with some of the ideas expressed by Hon Jim Scott.

Hon Simon O'Brien was keen for these lines to go ahead. They will be constructed on a corridor which is two kilometres wide to the north and four kilometres wide to the south, which will accommodate the Rockingham requirement. I am pleased that we have so much support in the House for this Bill. I commend the Bill to the House.

Question put and passed.

Bill read a second time, proceeded through remaining stages without debate, and transmitted to the Assembly.

RAILWAY (NORTHERN AND SOUTHERN URBAN EXTENSIONS) BILL 1999

Receipt and First Reading

Bill received from the Council; and, on motion by Mr Omodei (Minister for Local Government), read a first time.

Second Reading

MR OMODEI (Warren-Blackwood - Minister for Local Government) [1.02 pm]: I move -

That the Bill be now read a second time.

The purpose of this Bill is to implement the legislative authority for the construction of the Currambine to Butler railway and the Jandakot-Rockingham-Mandurah railway. The Government committed itself at the last state election to extend the northern suburbs railway from Currambine to Clarkson. The next major transit station planned for north of Clarkson is at Lukin Drive, Butler. This section of the railway will be located within a contiguous railway-freeway reservation. When completed, the railway will form part of the urban passenger network.

The Department of Transport will now commence the development of a master plan for extension of the railway from Clarkson to Lukin Drive, Butler. In March of this year, the Government released the master plan for the south west metropolitan railway. The route of the railway is Perth-Kenwick-Jandakot-Kwinana-Rockingham-Mandurah, over a distance of 82 kilometres.

Although the Bill simply authorises the construction of the railways, I will outline for the information of members the main features of the south west metropolitan railway proposal. A railway is already constructed between Perth, Kenwick and Jandakot. Accordingly, legislation is required for the construction of a railway from Jandakot to Kwinana, Rockingham and Mandurah. The principal feature of the planned system is a rapid transit regional railway supported by buses and private cars. These will link local communities to strategically spaced and individually purpose-designed transit stations. Extensive facilities will be provided at transit stations for pedestrians, cyclists, bus-rail transfers and parking for private cars.

The south west metropolitan railway will be integrated with existing urban rail and proposed bus transit services, which will permit an extensive choice of public transport journey options from the extremities of the Perth metropolitan region. This rapid transit system will provide a standard of travel comparable in transit time, convenience and cost with the private car. In doing so, it will contribute to the containment of investment in road infrastructure, and optimisation of its use. Combined with the existing urban rail system, it will make a significant positive contribution to maintenance of an acceptable level of air quality in the Perth metropolitan area.

Future rapid transit extensions in the northern suburbs will mean that the south west metropolitan area and the area to Yanchep and beyond will eventually be linked by a fast inter-regional rail service, in excess of 120 kilometres long. The anticipated patronage from the south west metropolitan area by the year 2006 is in excess of 30 000 passenger journeys a day. This is of the same order as current usage of the northern suburbs line.

By any measure, the south west metropolitan railway from Perth to Mandurah is a major project. It involves -

new railway of 69 route kilometres;

more than doubling the present electric railcar fleet with the introduction of faster, more modern trains;

a significant increase in train services between Perth and Kenwick, and associated measures to accommodate this;

initially, 10 new transit stations between Perth and Mandurah;

links and coordination with a new rapid transit bus transitway between Rockingham and Fremantle;

a railcar depot in the Rockingham-Kwinana area;

reservation for a future route through the Rockingham city centre; and

long overdue grade separation of selected, intensively-used level crossings between Perth and Kenwick.

Provision is made for three alternative routes through the Rockingham city area: Firstly, a direct route to Mandurah along the eastern outskirts of Rockingham, supplemented by dedicated transit link buses operating between rail transit stations and the Rockingham city centre; secondly, a route through the city with only the section through the central core below ground in a tunnel; and, thirdly, a route comparable to the foregoing, but with a longer tunnel. A typical rail journey time to Perth will be around 44 minutes from Rockingham and 60 minutes for limited express trains from Mandurah.

A realistic three-stage program to implement the proposed railway service has the following timetable: Commencement of services from Thomsons Lake to Perth within four years of inception; commencement of full services from Rockingham two years later; and services to commence from Mandurah 18 months after that.

The actual implementation program will be finally determined by such factors as development of a cashflow which is consistent with other government obligations; a realistic program for the delivery of rolling stock; and the need to establish and refine operational procedures for the new services and their integration with existing services. The total infrastructure cost from Perth to Mandurah will be nearly \$630m and the value of the railcars will be an additional \$312m in July 1998 dollar values. Work is ongoing to determine the extent to which the cost and risks associated within the infrastructure works can be shared with the private sector. It is necessary that alterations required at Perth station together with those works along the Armadale line to Kenwick be undertaken as part of the first stage.

There will be significant benefits for road users. Five intensively used railway level crossings between Perth station and Thomsons Lake are to be eliminated with bridges. In carrying out these works, particularly for the section from Perth to Kenwick, this project can be seen as the catalyst to initiate works which are long overdue. This plan is a major proposal for improving the long-term fabric of public transport facilities in the Perth metropolitan region. I table the Acting Director General of Transport's report on the construction of the two railways as required by section 18A of the Transport Co-ordination Act. I commend the Bill to the House.

[See paper No 437.]

Debate adjourned, on motion by Mr Cunningham.

RAILWAY (NORTHERN AND SOUTHERN URBAN EXTENSIONS) BILL 1999

Second Reading

Resumed from 24 November.

MS MacTIERNAN (Armadale) [10.05 am]: I hope that the listening skills of the Deputy Premier have improved. He appeared to be incapable of understanding the points I made on the previous Bill.

This legislation will allow the Government to extend the northern suburbs rail line, which is one of the most endearing legacies of the Labor Government and one of which we are very proud. The Opposition is certainly keen to support the extension of that rail line, as those northern suburbs expand at a rapid rate. We note, however, that this Bill is probably a little premature in that, notwithstanding having promised this extension to Butler in the 1996 election campaign, no money has been allocated in the budget in this term of government for such an extension. I have a view that this part of the

legislation is going through in order to give the appearance that something is being done. Be that as it may, members on this side will not oppose the Bill and we will do anything we can to encourage the Government to meet its election commitments for the extension of the rail network.

The southern rail extension is somewhat more problematic. The Opposition is not convinced that the Government's decision to construct the line via Kenwick is the best decision. We have had a number of briefings with Westrail and the Department of Transport, seeking clarification of the reasons they believe it is the best route. The Opposition offered some degree of bipartisanship on this matter, and moved for the establishment of a select committee a couple of years ago so that both options could be properly examined. The Opposition even suggested that the member for Dawesville might chair that committee, so that a great deal of taxpayers' money would not be wasted by a possible change in direction when the Labor Party comes into government. However, that attempt to embark on a responsible course of action by the Parliament to deal with the vexed issue of the route was not looked kindly upon by the Government, and we are stuck at this point with the route via Kenwick.

Given that the Government's time frame is for construction to commence after the next election, I thought it was propaganda to put the legislation forward at this time. However, having looked at the Public Works Act and the Government Railways Act, I now understand that the definition of "railway land" is very broad. The argument advanced by the minister's office is that the tunnels under the Kwinana Freeway about to be built are effectively railway land and, therefore, legislation is required now to permit government expenditure on those tunnels. Having read the abovementioned legislation, I concur that that is a valid interpretation and that the Government is justified in bringing legislation to Parliament at this time.

In supporting this legislation, the Labor Party is not to be understood to be necessarily endorsing the Kenwick option. However, we are keen to see the Government do something to extend the rail network. Members opposite have been in government for seven years and not a kilometre of rail track has been added to the entire network. In this day and age in which public transport is such a major issue, that is a huge shortcoming. This contrasts to Labor's 10 years in office in which it reopened the Fremantle-Perth line, electrified the entire rail system and built the northern suburbs railway. On any objective analysis, the performance of the Labor Party in office far outweighs that of this Government. Despite concerns about the Kenwick option, the Labor Party will not give the Government an opportunity to further renege on its undertakings to people of the freeway subdivisions, Rockingham and Mandurah to deliver a rail link to one of the fastest growing areas in Australia.

As I understand the Rockingham route described in the Bill, the train will run into the centre of the city. Is that correct, Deputy Premier?

Mr Cowan: That has to be determined.

Ms MacTIERNAN: I refer to the route in the Bill. I know that the Government has not yet made a decision.

Mr Cowan: I do not have the map here, and I cannot give that answer. I will see whether I can provide it.

Ms MacTIERNAN: It would be interesting to know.

Mr Cowan: But I do not think it does.

Ms MacTIERNAN: Can the Deputy Premier provide clarification on that point?

Mr Cowan: I certainly will.

Ms MacTIERNAN: A map would be handy. Other than having some tunnel, built under the freeway extension, we do not expect to see any railway development take place during the life of this Government. Like the people of Jandakot and Rockingham, opposition members live in hope that one day the rhetoric and promises contained in the policy documents of members opposite released in each election campaign might mean something, and some much needed expansion of our urban transport system will occur.

MR COWAN (Merredin - Deputy Premier) [10.14 am]: I thank the member for Armadale for her support for this legislation, albeit qualified. I can understand that situation as this is a contentious issue, particularly regarding the proposed southern urban extension for which the Kenwick route is preferred. Some people have a preference to extend the line from Fremantle to Rockingham. However, the member for Armadale must understand that little residential development is found in the areas between Fremantle and Rockingham, and the alternative route will pass through some residential areas in the southern suburbs of Perth. This will provide an important benefit.

The member for Armadale also commented on the construction of the Joondalup line. That is acknowledged. It was built by the previous Government, and in 1983 the Fremantle line was reopened, which is also acknowledged. Nevertheless, it would have been more appropriate for the member, in acknowledging those activities, to mention that both of those services operate at a considerable loss. One accepts that there is a requirement for public transport to operate at a loss. It would be appropriate for the member to put some balance in her argument, although I am not sure whether she is capable of doing so. I challenge the member to attempt to put balance in her argument.

Ms MacTiernan: So you're not going to expand the public transport system because it runs at a loss!

Mr COWAN: I did not say that.

Ms MacTiernan: What are you saying?

Mr COWAN: The member is entitled to make any assumptions she likes, but she should not expect too many people to give her any credibility while she makes the wild assumptions she does.

[Thursday, 25 November 1999]

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Ms MacTiernan: Tell us what you said.

Mr COWAN: I said that I acknowledge that the Joondalup railway line has been constructed and provides a service, and that the Fremantle line has been reopened. It would be appropriate to acknowledge that public transport runs at a loss, and that the provision of the service is at a cost to the taxpayer, including those who do not use the service. One point the member got right was that this Bill seeks to authorise the construction of those rail links. No appropriation is made at this moment for that to occur. I assure the member that the priority for the Government will be the extension of the northern railway line, as the member and all other people are aware. The other valid point the member raised was that the legislation's explanation of the rail routes does not provide a great deal of assistance. I accept that deficiency, and I will seek to have some additional maps provided to the member from the Minister for Transport's office. I acknowledge the support of the Opposition for this Bill. I would appreciate members' support for the Bill's second reading.

Question put and passed.

Bill read a second time, proceeded through remaining stages without debate, and passed.