

RAILWAY (METRONET) BILL 2018

Introduction and First Reading

Bill introduced, on motion by **Ms R. Saffioti (Minister for Transport)**, and read a first time.

Explanatory memorandum presented by the minister.

Second Reading

MS R. SAFFIOTI (West Swan — Minister for Transport) [9.56 am]: I move —

That the bill be now read a second time.

At the outset, I am required by section 18A of the Transport Co-ordination Act 1966 to table a report by the director general of transport on the planned construction of the new railway line from Beckenham junction to Cockburn Central and the new railway line from Butler station to Yanchep and by section 96(2) of the Public Works Act 1902 to table two maps showing the course to be taken by and the middle line of each railway. I table this report and the two maps.

[See papers 1318 to 1320.]

Ms R. SAFFIOTI: I am now proud to deliver the second reading speech introducing the Railway (METRONET) Bill 2018. The purpose of this bill is to implement the legislative authority for the construction of the Thornlie–Cockburn Link railway from Beckenham junction to Cockburn Central and for the construction of the Yanchep rail extension railway from Butler station to Yanchep. This enables the delivery of two key election commitments and will be the catalyst in creating thousands of jobs for Western Australians. The Thornlie–Cockburn railway will link the Armadale rail line to the Mandurah rail line. We will start building the Thornlie–Cockburn Link next year—126 years after the Armadale line was first opened in 1893. The Mandurah rail line, of course, was completed in 2007 by the former Labor government. It is now the most patronised line on the network with more than 20 million trips a year. This will be the joining of the old with the new, a heritage line linked to the modern Mandurah rail line.

Both these train lines are quite special to me, with my father as an Italian migrant helping to build some of the extra stations along the Armadale line and for me having worked in the Gallop and Carpenter governments that built the Mandurah line. This link is also the first stage of the future circle route, which will see not only our rail system head into and out of the city, but also across the suburbs. It is about creating an integrated and coordinated public transport network for our future. We have seen significant population growth in the south-west and the south-east corridors of the metropolitan area. In particular, we have seen the emergence of new suburbs and an explosion of activity in the Cockburn area and the corridor linking Cockburn to Armadale. However, this has led to significant congestion in the area.

The Thornlie–Cockburn Link will provide people living in our suburbs greater access to employment, health and education facilities in key centres such as Cockburn Central, Murdoch and Canning city centre. It will also link more commuters to strategic commercial and industrial jobs in Jandakot, Canning Vale and Welshpool, and other major employment centres. It will provide a vital link to Optus Stadium and Burswood Peninsula. Residents living in the Canning Vale area and in suburbs south of Cockburn station will be able to access the new stadium from the south, as opposed to going through the city station. New Metronet stations are planned at Ranford Road and Nicholson Road in Canning Vale, as are targeted improvements to the supporting bus network to ensure maximum integration with the planned new rail services. Together with good planning around stations, the Thornlie–Cockburn Link will address the growing public transport service gap in that area. The Thornlie–Cockburn Link is long-term infrastructure that will provide the community with better choices for commuters around our city. It will increase the connectivity of the public passenger rail network, alleviate capacity pressures on the existing rail and surrounding road networks while helping to support the land use and employment targets. It will also increase the resilience of the rail network, ensuring more options are available when there is disruption on the rail network.

This Railway (METRONET) Bill 2018 also authorises the construction of a new railway from Butler station to Yanchep to service one of Australia's fastest growing regions. The Yanchep rail extension is located in the north-west corridor where the population is expected to reach 74 000 by 2050. The Yanchep–Two Rocks area alone is anticipated to accommodate up to three per cent of Australia's population growth over the next 40 years due to the availability of relatively affordable urban-zoned land, and the continued demand for coastal living. This metropolitan growth needs to be supported by a multi-modal transport network.

The Yanchep rail extension will be a catalyst for major planned urban growth and facilitate better land use outcomes around train stations, which will ultimately lead to higher public transport patronage, shorter journey times and better access to jobs. The delivery of passenger rail connection in conjunction with new housing developments provides the opportunity to combine transport planning and land use planning. Station and precinct

design will incorporate bus, cycle and pedestrian links to help foster more sustainable travel patterns. It is important to note that these suburbs are being developed now and the land has been zoned urban for many years. This rail line is not creating urban sprawl, as some would say, as it is matching the urban development front. I note also that the density that is being delivered in these new housing estates is higher than many established suburbs. It is important as a result that we deliver quality public transport and well-planned open space in these new communities. The new stations and station precincts at Alkimos, Eglinton and Yanchep will provide new residents with high quality public transport access to other parts of the city and will progressively become mixed-use urban centres to provide amenities, services and employment for growing local communities. We anticipate that over time, major centres at Yanchep, and potentially Alkimos, will become destinations in their own right, supporting broader development and growth in the north-west corridor of Perth.

The Yanchep rail extension will also address three key problems impacting public transport in the area: to ensure future increases in travel demand are met; to alleviate urban congestion; and to ensure efficient travel times are provided for those accessing jobs, services and amenities. Just as with the Thornlie–Cockburn Link, the Yanchep rail extension project will deliver other transport options for residents. We will be delivering new bus services in the area and providing alternative, sustainable transport options, such as shared paths to connect the stations to surrounding residential and employment areas.

When passed, this legislation will authorise construction of two new railways, which will add significant capacity to the urban rail network in Perth and underpin significant planned urban development to enhance the communities those railways will serve. This is the first of the rollout of our new job-creating Metronet projects. The Forrestfield–Airport Link is well underway and, of course, planning is underway for the Morley–Ellenbrook rail line and the Byford rail extension. Labor has been the party of public transport in the past and will be in the future. Not to build these projects would be to ignore the families, pensioners, and young people in our suburbs wanting access to our hospitals, our TAFEs, our universities and jobs. These projects are not only projects for today, but projects for generations to come. I commend the bill to the house.

Debate adjourned, on motion by **Mr A. Krsticevic**.