

RAILWAY (BUTLER TO BRIGHTON) BILL 2009

Second Reading

Resumed from 26 November 2009.

MR J.R. QUIGLEY (Mindarie) [1.24 pm]: Madam Acting Speaker —

Mr R.F. Johnson: Are you the lead speaker?

Mr J.R. QUIGLEY: Yes, I am the lead speaker. However, I inform the Premier that I am the lead speaker without my placard which, of course, I used to remind the chamber that Barnett has betrayed Butler! That placard is somewhat out of date; however, it has not lost its meaning entirely. The opposition will be supporting this bill. The Premier is a little younger than me, but no doubt he watched some of the same television shows that I watched when I was a youth. In particular, I am sure he watched *Maverick* and I am sure he remembers seeing Maverick deal from the bottom of the pack when he wanted a particular card.

The proposed rail line has a none-too-happy history. Initially, there was a plan to extend the Joondalup line past its current terminus at Clarkson. Clarkson station opened in January 2005, as I recall, and pretty soon it was showing passenger figures in excess of 3 000 a day. As was stated in the second reading speech of this bill, by March 2009 3 600 people were catching the train from Clarkson each day. Clarkson is an enormously busy station because its catchment extends from Clarkson to Two Rocks, which is some 20 kilometres north. Clarkson station is within a couple hundred metres of the southern limit of the catchment of Mindarie and it runs through to Two Rocks. It is a hugely popular station. There was a plan to build a station some three kilometres north of Clarkson in the suburb of Butler. In 2008 it was recommended that that station be completed by 2011 to cope with the enormous population growth. To give members an idea of the current population growth in that area, last year it was revealed that some 41 000 people live between Clarkson and Two Rocks. By 2014—I am not talking about a big plan for Australia in 2030 or 2050—which is only four years away, the population is expected to grow to 84 000 which, on current figures, would justify three seats in this Parliament between Clarkson and Two Rocks at 25 000 or 26 000 people per seat.

Mr C.J. Barnett: You can do the work of three ordinary men and women.

Mr J.R. QUIGLEY: I could and I would if I were enticed by three parliamentary wages. With three parliamentary wages, I would be prepared to bat on. However, there is a demarcation and a limit to what I can do.

Mr P. Papalia: It's growing as fast as the prison population.

Mr J.R. QUIGLEY: It is not quite as big as the prison population. Clarkson station is absolutely swamped with vehicles. It has nearly 1 000 car parking bays, but about 300 of those are paid parking spots. Everyone, including the government, knows about the parking problems along the northern line. Indeed, at one stage when the Liberal Party was in opposition, it committed to building multistorey car parks. However, the cost of multistorey car parks became prohibitive. I accept that. The government has to get bang for its buck, although it is spending millions of dollars to provide extra car parking bays at Greenwood and Warwick stations. Massive earth works have been undertaken. Madam Acting Speaker (Mrs L.M. Harvey), you may have seen workmen clearing bush between the exit ramp and the freeway and building a limestone retaining wall to provide extra bays. At Clarkson train station, commuters park their cars on footpaths and verges. If a person died on the street, I am sure a commuter would park a car on top of him within five minutes. Clarkson station is packed with cars in the morning. One cannot get a car park because many people who live north of Clarkson drive to that station to catch the train to work. It was proposed that the new station at Butler would be completed by 2011. The government purchased some three hectares of land at Butler to provide ample car parking around the station. Indeed, the bays at Butler would provide for another 1 000 vehicles. More importantly, when the locality of Butler was being subdivided, it was subdivided to encourage train travel. It is what they call transit-oriented development. We are dealing with an area some 40 kilometres out of the metropolitan area, but block widths are about 12 to 13 metres, which is not very wide. Indeed, in some National Party electorates the farm gates on some properties would be wider to allow for the harvester to get through. I am talking about 12 to 13-metre blocks all huddled together. That is not a problem, however, because people have been given the opportunity to become first home buyers with economic blocks and it is also allowing the state to acquire stock for public housing, which is very commendable. A lot of this land in fact is owned by LandCorp and is being developed in joint ventures with Satterley, Lend Lease and other developers in the area.

Mr M.J. Cowper: Yes, but whereabouts is the accommodation where your people work?

Mr J.R. QUIGLEY: Sorry?

Mr M.J. Cowper: Just as a matter of interest, where do the majority of your constituents actually work? They rely on the train, do they?

Mr J.R. QUIGLEY: They really rely on that train. A lot of them are fly in, fly out workers and a lot of them travel to Perth. In Clarkson at 7.30 in the morning it is like Tokyo station: people are being pushed into the carriages—it is chock-a-block—and people cannot get a car park bay. It is remarkable that 40 kilometres out from Perth those early morning trains are so very jam-packed. I know Supreme Court judges who live out there. They will not travel on the freeway because they cannot move on the freeway; their Honours also travel on the train. I help them get on by squeezing them in to make sure they do not miss court!

Anyway, there we are. The need for a station to the north at Butler was obvious because the government had spent more than \$2 million buying the land for the car park. During the fever of the last election campaign all sorts of rail promises were made. Prior to the election, Labor's promise to the people was to build the station and the track to Butler by 2011—at the end of next year. There would therefore be another 1 000 car bays about three and a half to four kilometres north of Clarkson, which would take the pressure off Clarkson station and then beyond that into Brighton by the end of 2014. That was the plan. At the same time I understand—I am not going to comment on this because both parties were doing it—there were promises to build a track to Ellenbrook, a light rail to Perth Airport, a light rail along Alexander Drive—rail tracks promised almost everywhere. Premier Barnett came to power with his government, I think, in September 2008. Was it September or August?

Mr C.J. Barnett: September; a wonderful moment in the history of this state!

Mr J.R. QUIGLEY: He then said, “Halt, halt! We are going to have a 20-year review so that we can lay this out orderly. We’re cancelling all plans for rail in Perth until we have a complete overall rethink.” That caused me, of course, to play the politician and go to the opening of the northern extension of the freeway holding a placard. I am sorry that I did not put “Mr” or “Premier” in front of it, but I could not afford a bit of corflute that big! It just had “Barnett Betrays Butler”. It got the message through that this line that was so very much relied upon and urgently needed by the community was going to be put on ice.

The government soon changed its mind, and I do not think it was just my placard or the adverse publicity that caused it to change its mind. I would like to claim that credit. I think really it was a discussion that I had—this is very pertinent—with the Treasurer in the members’ bar. I said, “Treasurer, you will come to change your mind very soon because the largest landholding of the government agency, LandCorp, is Butler and to the north. And you’re not going to be able to unlock that land without mass public transport. It’s too far from Perth. And if the state of Western Australia is to provide the public housing and housing for the influx of workers, it is not a question of: can we afford to do this? It’s going to have to happen because you’re not going to be able to sell your asset. You’re not going to be able to sell your landholding.”

The Treasurer said, “Oh, we’ll look into this.” That was a fair point because the member does not come from that area and no doubt he did look into it with LandCorp. Therefore, it was not too many weeks later that the Treasurer said to me, “You know, you’re right, we’re going to have to review this rail line in your electorate or we’ll never be able to sell the blocks; we’ll never be able to sell the land.” I will just explain where that land is. That land is north of Butler at Brighton, about another four kilometres up the track; so the development front now has moved four to five kilometres north of Butler to Brighton.

Mr C.J. Barnett: I went out and had a very close look at it.

Mr J.R. QUIGLEY: Yes, and that is the fringe. So the station at the moment is being planned to go in Brighton right on the northern fringe. What will happen next is Alkimos, which will be the next one up the track. I understand from the Tokyu Corporation that if the state can get the track to Alkimos, it will look at pre-funding the track through to Yanchep in the same way it pre-funded Marmion Avenue from Brighton all the way through to Yanchep. That is what Tokyu has suggested. But that is a decision for another day; I accept that.

What this bill does is provide for the extension to go past Butler, which was the previous government’s promise, and go straight through to Brighton—the very northern edge of the metropolitan development at this stage, if Yanchep and Two Rocks are left out, which are quite a hop away. The bill therefore abandons the people of Butler. When LandCorp together with its joint venturers subdivided Butler, they told everyone who was buying these blocks of 12, 13 and 14-metre frontages, “We are having this suburb with these pocket-handkerchief-size blocks, albeit 35 to 40 kilometres from Perth, to provide budget blocks for first home buyers and for the state to provide state housing stock, and you won’t be abandoned because right there is a big signpost saying, ‘We bought for \$2 million a few hectares; here’s the Butler station.’”

What happened then was that other private enterprise groups developed big retirement villages around there. There is the Royal Australian Air Force Retirement Village, which has two campuses, one in Lukin Drive and one in Merriwa. They are very large retirement villages with all the elderly getting around on gophers. They were told they would just be able to get on their gopher at the retirement village and trundle along the cycleway

to Butler station where the big signboard was, and from there be able to board the train to anywhere in the metropolitan area to visit their relatives, even if they lived in Mandurah, Armadale or any of those lines. All fantastic!

These people are going to have their hearts broken. They are now being told that under this bill two things will happen: firstly, the line will go right through to Brighton, which is good; but, secondly, Butler station will be cancelled off the map. This is very serious, because the station at Brighton, which is a town centre, was originally designed to be a walk in, walk out station. Brighton has an even tighter density than these 13 or 14-metre blocks in Butler, and has a shopping centre all around them. Brighton was, therefore, to be a walk in, walk out station. Now Butler station with its 1 000 parking bays is being cancelled and land will be leased off the joint venturers for temporary parking at Brighton. What will happen when the lease runs out and the developers want to sell that land? There will be no parking there. The people at Butler bought their land from the government's joint venturer with the government telling them that Butler is where the station will be. Now they have been told that they have been duped by the government. They have made this investment on the expectation that down the end of their block or street they will be able to board the train. Now they are being told it will be some five kilometres away. If it was not the government and was instead private enterprise, they could sue them under the fair trading legislation. They have been duped; horribly duped. All of these elderly people do not understand what this bill is about, because this bill is duplicitous in another degree. I will just read from the second reading speech of the minister —

Consulting firm Syme Marmion was commissioned to examine the business case and three railway extension options—namely, the extension to Butler; the extension to Brighton with a station at Brighton only; and the extension to Brighton with stations at Brighton and Butler.

That was the former government's plan, albeit taking the track first to Butler and then to Brighton by 2014. Now we are told it will go to Brighton, but here is the catch, Madam Acting Speaker (Mrs L.M. Harvey): the government will cancel the Butler station and will rename the Brighton station "Butler" so that everyone will think, when the announcement is made that the bill is through Parliament for the railway to go to Butler, that the Butler people will get their station. This is Maverick dealing off the bottom of the deck and a sleight of hand from out of his sleeve. He said, "We're going to trip this population. First of all we've sold you the land with a promise to build the station on the three hectares we paid \$2 million to buy from the developer; you buy this land and there is your Butler station." Now the government has introduced a bill into Parliament to extend the line to Brighton, saying it will cancel the Butler station and rename the Brighton station Butler; this will fool half the population. As Winston Churchill said, "You can fool some of the people all the time but not all the people all the time." I will be out on those constituents' doorsteps telling them what this government has done. By sleight of hand it has cancelled the Butler station and renamed the Brighton station Butler and said, "We'll meet the promise; but you'll never get your station." It is duplicitous conduct and it has left those first home buyers and elderly people who have moved to retirement villages out of pocket and stranded. On the Fremantle line, for example, Subiaco, Daglish and Karrakatta are so close together that I can run between them and still catch the train at the next station, and I am in my 60s. After Karrakatta are Showgrounds, Claremont, Swanbourne, Cottesloe and so on. The distance between Clarkson and Brighton—soon to be renamed Butler to trick everyone—is 7.5 kilometres. The people of Butler must hear the sour news, but this government will not tell them what the sour news is.

Mr C.J. Barnett: What is the distance between Butler and Brighton?

Mr J.R. QUIGLEY: About three or four kilometres. The point is that the government does not own the land for the car park at Brighton. Until the developer has finished developing the land, he will lease the government some land. At the end of that lease all the car parking will be gone. I am making a plea to this government.

This project is worth \$243 million. At the briefing I asked the Perth Transport Authority what it would have cost to stay true to the original promise and build the Butler station. It does not matter which government made it; the state of Western Australia made a promise to all these young and elderly people when they bought their blocks out there. The PTA told me it would cost \$25 million, or about 10 per cent of the entire project. Think of the millions of dollars that the government is having to pay now on that northern line to try to squash car bays into other stations. That \$25 million would have honoured the original promise for all those elderly people who cannot travel another three or four kilometres up the line—it might be a little further—and, additionally, ensured that car parking would be at the Butler station. I am sure everyone would agree that in today's dollars \$25 million for a project of this size is not a lot of money for a group of taxpayers who are expected to swell in number from 41 000 to 84 000 by the time this line has been completed. Can members imagine 84 000 people trying to access the Brighton station, which the government is going to rename the Butler station to dupe the people, and all the car transits trying to get to this one station in the certain knowledge that in a few years when the developer wants to subdivide the remaining land he has in that area, and the government lease expires, the car parks will disappear?

I urge the government. I know the area does not qualify for royalties for regions, but the Premier has assured me that he has been to my electorate. I know he has. I think he travelled as far north as Yanchep. I say to the Premier that it is splitting hairs to say that that is not the regions. It is a long way out; it is at the very end of the metropolitan area. On the other side of the road in Seagrove Road is the next electorate, which is in the regions. For this huge population we are talking about \$25 million to do the job and to honour the government's promise.

Mr M.J. Cowper: It's more like double that. You have to buy trains as well.

Mr J.R. QUIGLEY: We asked the PTA and the PTA said it would cost \$25 million. We do not need extra trains because it is a fill-in station. There is no extra travel time because a station is being built further out at Brighton, so extra rolling stock is required for that further travel. We are talking about a station back from Brighton towards Clarkson.

Mr M.J. Cowper: Ask the member for Peel about Golden Bay and Lark Hill.

Mr P. Papalia: There is no member for Peel.

Mr J.R. QUIGLEY: These arguments from all the members from the southern suburbs irritate me.

Mr P.T. Miles interjected.

Mr J.R. QUIGLEY: The member for Wanneroo is agreeing with me and I am speaking against my own side, but I am not trying to set up a political debate here. I am talking about Warnbro, Mandurah and, I think, Peel. I am sure the member for Wanneroo would agree with me—he is one of my constituents—that in our electorate a paucity of money has been spent on infrastructure. Not enough money has been spent in these northern suburbs. In the previous government, as in this government, there has not been a cabinet member around the cabinet table from these northern suburbs.

Mr M.J. Cowper: What are you trying to say? Are you putting up your hand?

Mr J.R. QUIGLEY: No, no. I am on the wrong side to be there. I am nominating the member for Wanneroo to join the cabinet table. Put me on a promise and I will perhaps be over there!

Mr C.J. Barnett: At least we know it is only a matter of price.

Mr J.R. QUIGLEY: First training as a barrister—it is always a question of price!

Taking the mirth out of the debate, no member from the northern suburbs has ever sat around the cabinet table. The electorates far north of the river have suffered immensely because not one member from either side of politics has been at the cabinet table.

Mr M.J. Cowper: What about the Leader of the House; he's in the northern suburbs?

Mr J.R. QUIGLEY: There are two things I would say about him: he is in Hillarys; he is not in the northern suburbs.

Mr M.J. Cowper: That's north of the river.

Mr J.R. QUIGLEY: That is right. He is in Hillarys and that is 20 or 30 kilometres south of the area we are talking about. I am not exaggerating; the Liberal member for Wanneroo is agreeing with me that the Leader of the House's electorate is 20 or 30 kilometres to the south of Brighton. We in the more northern suburbs have not had a voice at the cabinet table, so wiping out the Butler station and renaming it Brighton station is a really cute trick that has been devised in Governor Stirling tower. No-one from out in the far north metropolitan area can hoist the flag of protest and say, "This is all wrong for the fastest growing area in Western Australia, with the population increasing from 41 000 to 84 000 in the next four years."

Ms R. Saffioti: How many?

Mr J.R. QUIGLEY: A population of 41 000 to 84 000 in the next four years.

Mr P. Papalia: Do you still have your corflute banner?

Mr J.R. QUIGLEY: I do and I might even bring it into this chamber.

Mr M. McGowan: Is that the public "I for No One" banner or the other one?

Mr J.R. QUIGLEY: The other one. I have a variety of banners that I will pull out closer to the election. My doorknocking will concentrate on the Butler area where the constituents have all been duped by this government. The people in Butler were expecting a station there and they were promised a station there by 2011, with one to Brighton by 2014. What this bill delivers is a station to Brighton by 2014. It cancelled forever the Butler station, renamed Brighton as Butler and then put out a press release. Most of Perth, not knowing the geography of that area, would say, "Well, at least it honoured that promise. It didn't dupe the people." Well, the people will know.

Extract from Hansard

[ASSEMBLY - Wednesday, 10 March 2010]

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Mr John Quigley; Mr Joe Francis; Speaker; Mr Mark McGowan

It is not because they like my haircut and it is probably not because they like my personality, but I did not get a big swing towards me at the last election because they liked the look of me. They could rely on me and they knew they could rely on me to be a strong voice for that community, which is being overlooked again. When I say, “overlooked again”, they are really in the poo in the northern suburbs. Quinns Rocks will be the last suburb in the metropolitan area to have deep sewerage; that is, if it ever gets it.

I have read in the paper and heard in this chamber about somebody bleating on television about Spearwood, and about this government doing a backflip and quickly arranging to put reticulated deep sewerage into Spearwood. I am not being party political, but since 1999 the people of Quinns Rocks have been promised reticulated deep sewerage. However, when the government is looking to save money, it cuts it out of the north first. As a result Quinns Rocks will not have deep sewerage. Recently I wrote to the Premier about this and he replied that, “It’s not on the government’s present agenda. We are putting deep sewerage into Spearwood, but Quinns Rocks is not on the government’s present agenda.” That is in spite of my having to play Kenny with the principal of the Quinns Rocks Primary School and help him erect portaloos in the playground because the septic tanks at that old school will not cope. When the vandals came in and turned the portaloos over, I had to go to the school on a Monday morning with the principal and re-erect them. It is absolutely disgraceful in the twenty-first century for children at a Western Australian primary school to have to jump over things floating through their school yard. How appalling is that?

I have learnt that if the government’s budget is in strife and it has to cut something, it will cut something that has been promised to the far northern suburbs. It is only the member for Wanneroo and me who speak up for those northern suburbs. There used to be a member for Wanneroo sitting on this side of the chamber. The member for Wanneroo will know what I am talking about, because he sat on the council of the City of Wanneroo and it has real infrastructure problems. To give members a further example of that, the previous government allocated \$2.5 million to build a swimming pool. It was not to be a flash swimming pool with springboards, diving boards and a kiddies playground, but a 50-metre pool that could be co-located on a city property, public school or even a private school—something modest with a cyclone fence and grass around it—so the youth had somewhere to engage in water sport. This government came to power and even though an allocation for such a pool was made in the budget, when the government was scratching around in the yard like a bunch of chooks looking for pellets to feed the monster called royalties for regions, what did it do? It wrote to us and said that the pool is off and it is taking the \$2.5 million that had been allocated to it.

I have since read that the Shire of Capel is drowning in money. It has built cycleways, halls and shades at the beach and it still cannot spend the money it has been allocated, yet we still do not have a swimming pool north of Arena Joondalup, which is in the member for Joondalup’s electorate. Schoolchildren have to be driven a round trip of 20 kilometres —

Mr A.P. Jacob: We put a 50-metre pool in at Craigie.

Mr J.R. QUIGLEY: I know that a 50-metre pool was built at Craigie.

Mr P.T. Miles: We have one in Wanneroo.

Mr J.R. QUIGLEY: Members should listen to that. Members opposite are skiting about which electorates have pools.

Mr R.F. Johnson: I thought we were talking about railways.

Mr J.R. QUIGLEY: I am talking about the government ripping off money from the northern suburbs and ripping off the Butler station. It has cancelled the Butler station. Renaming Brighton “Butler” is the latest example. I am giving examples of further instances in which the government has ripped the funds from the community in the northern suburbs. It will pay a price come the election. I promise that funds will be available to deliver to everybody’s letterbox the final report of what this government has ripped out of this electorate to post to the bush and other electorates. That is a promise and everybody knows that will happen. The whole community will know that they have been duded on the Butler station. The government erected a big sign denoting the spot for the Butler station and people bought land in that area and built their schools and retirement villages on the expectation that the state of Western Australia was telling the people the truth. They never had an expectation that there would be a change in government and the incoming government would cancel the station and save a paltry \$25 million. Why do I say, “a paltry \$25 million”? Because the royalties for regions fund has underspent by more than \$100 million. I understand that \$111 million, or something like that, allocated to royalties for regions this year has still not been spent. Who is running these regions? Where is the workforce coming from in these regions? It is coming from these far northern suburbs in which the blocks are being subdivided for the fly in, fly out workforce.

Mr B.J. Grylls: Because you ruined the north west.

Extract from *Hansard*

[ASSEMBLY - Wednesday, 10 March 2010]

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Mr John Quigley; Mr Joe Francis; Speaker; Mr Mark McGowan

Mr J.R. QUIGLEY: I hope that interjection is in the *Hansard*; that is, “Because you ruined the north west.” Here is the Leader of the National Party, a man who sits at the cabinet table, saying what the real reason is for the cancellation of the Butler station. This government is punishing the people of Butler. It is a vindictive action against the population in Butler. The government is cancelling that station. The truth is out now from the Leader of the National Party, “Because you ruined the north west”, he said.

Mr B.J. Grylls interjected.

Mr J.R. QUIGLEY: I have not been to the north west for 10 years.

Mr B.J. Grylls: That is the problem.

Mr J.R. QUIGLEY: So what? Where I work I am fully engaged in the electorate of Mindarie trying to stop the National Party absolutely raping the electorate of Mindarie—they should be locked up for sexual assault on the budget. It is an obscene attack on the budget to rip out the station from Butler. The government is cancelling the station of Butler and swapping the station of Butler for 100 plastic cows. What a disgrace! They cannot find the money for where it should be spent so they say, “Those suckers at Butler who have only Mr Quigley, one member, to represent them —

Several members interjected.

Mr J.R. QUIGLEY: Listen to members opposite. They are gleeful in their efforts at raping the electorate of Mindarie. This is like the rapist who lies over and laughs at the victim. This is absolutely appalling conduct, Mr Speaker.

Point of Order

Mr J.M. FRANCIS: Clearly referring to —

Mr P.B. Watson interjected.

The SPEAKER: Member for Albany, I had given the call to the member for Jandakot and I formally call you to order for the first time.

Mr J.M. FRANCIS: Clearly, referring to other members as rapists is highly derogatory and offensive. I ask you, Mr Speaker, to ask the member for Mindarie to withdraw that remark.

Mr M. McGOWAN: It was a rhetorical flourish and the member for Mindarie did not refer to any member in particular.

The SPEAKER: Members, now and then in this place I do expect rhetorical flourishes and I accept that that is what the member for Mindarie was doing. There is no point of order.

Debate Resumed

Mr J.R. QUIGLEY: Every time we look at infrastructure and infrastructure requirements out in these areas, even when a plan has been made to provide infrastructure, we see that as soon as something more is wanted somewhere else, especially in the regions, the government rips those facilities out of Mindarie and Wanneroo! It has happened time and again. What has happened to the Butler high school? That has disappeared into the ether as well. We could go through many infrastructure projects that were sent —

Debate interrupted, pursuant to standing orders.

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