

Ms Rita Saffioti; Mr Bill Johnston; Acting Speaker; Mr Sean L'Estrange; Mr Dean Nalder; Mr Paul Papalia; Mr Chris Tallentire; Mr John Quigley; Mr Roger Cook

TRAFFIC CONGESTION

Motion

MS R. SAFFIOTI (West Swan) [4.00 pm]: I move —

That this house condemns the Minister for Transport for his false claims that he has fixed congestion in Western Australia.

It is with deep regret that I move this motion today, because the Labor Party really wants a government that takes congestion seriously.

Mr D.C. Nalder interjected.

Ms R. SAFFIOTI: We want a government that has a comprehensive plan for the suburbs, the city and regional Western Australia. The Minister for Transport talks about “one-per-centers” a lot—he has become the one-per-center expert. We need a full plan. Not just what is being done at the margins, but what is being done for the suburbs, the city and regional WA where we live. He keeps talking about these one-per-centers —

Mr D.C. Nalder: The Forrestfield–Airport Link project is not a one-per-center.

Ms R. SAFFIOTI: The minister keeps talking about the one-per-center—he is the one-per-center expert. He is focusing on the smother, but not actually focusing on kicking and marking the ball.

Mr D.C. Nalder interjected.

Point of Order

Mr W.J. JOHNSTON: Mr Acting Speaker, I just draw your attention to the fact that the Minister for Transport is incessantly interjecting on the member. She has been on her feet for fewer than 60 seconds; I wonder whether you are going to draw his attention to the standing orders.

The ACTING SPEAKER (Peter Abetz): I confess that I was not hearing because I was trying to find the motion. I was not actually listening. My apologies for that, if that was the case. Minister, if you were interjecting, I ask you to desist.

Mr D.C. Nalder: I was trying to see whether she wanted to engage.

Ms R. SAFFIOTI: I was not seeking your interjection, minister; I am seeking protection.

Mr C.D. Hatton: No-one would hear you; no-one was listening to you.

Ms R. SAFFIOTI: The member for Balcatta is.

Mr C.D. Hatton: I am, actually.

Ms R. SAFFIOTI: I know the member for Balcatta always takes what I say very seriously.

Debate Resumed

Ms R. SAFFIOTI: As I have said, there is no strategy for the suburbs, city or regional WA, but there have been a couple of cheap announcements. Member for Armadale, the minister likes to talk about the one-per-centers. As I said, if someone cannot mark or kick the ball, it does not matter how many times they do the one-per-centers. The minister is not playing the main game, which is a coordinated, properly planned and funded transport plan for metropolitan and regional WA. There is no plan. There was a plan—the draft strategy released in 2011. I remember it had three priority projects, none of which were funded or have been undertaken. I will go through that in a minute.

Let us start at the beginning. We were all shocked—I like to use “agog and aghast”—when the minister stood and said —

Since 2009, the travel times on major routes into the CBD have decreased. People have talked about a congestion crisis in this state, but travel times on the major routes into the CBD have dropped by as much as 13 per cent.

...

Congestion is being removed from this city. I congratulate this government.

The minister congratulated his own government. That is good, because right now in the other place they are tearing each other apart, as I understand. For once, what is happening in the other house is far more interesting than what is happening in this house—for once! Everyone is being drawn to the other place, as the National Party —

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Mr P. Papalia: The journos are live tweeting!

Ms R. SAFFIOTI: Live tweeting is happening from the other place as the National Party and Liberal Party tear each other apart.

A member interjected.

Point of Order

Mr W.J. JOHNSTON: The member for Churchlands interjected when he was not in his place.

Mr S.K. L'ESTRANGE: Further to the point of order, I apologise. Let me interject now: I am going to the other place; it will be much more interesting than this!

Debate Resumed

Ms R. SAFFIOTI: The member for Churchlands confuses being loud with being funny. He does it all the time. Just because he shouts, he thinks he is providing a positive contribution to this place.

I return to the upper house, where they are tearing each other apart. Hon Martin Aldridge was told off because he questioned the farming abilities of the Premier. Can members believe that?

Mr P. Papalia: He is too young to question him!

Ms R. SAFFIOTI: He is too young to question! The ageist members of the Liberal Party up in the other place are having a go —

Mr I.C. Blayney: I suspect he doesn't know very much about farming.

Ms R. SAFFIOTI: Hon Martin Aldridge?

Mr I.C. Blayney: Yes.

Ms R. SAFFIOTI: Is the member for Geraldton having a go at the National Party?

Mr I.C. Blayney: I didn't say that; I said I don't know whether Hon Martin Aldridge knows much about farming.

The ACTING SPEAKER: Member for West Swan, I encourage you to get back to the essence of the motion.

Ms R. SAFFIOTI: We were talking about the congestion issue —

Mr I.C. Blayney: I thought you were talking about farming.

Ms R. SAFFIOTI: — when the Member for Geraldton made another attack on the National Party!

The fights from up there are being brought down here. The fights around the cabinet table and in the upper house are now being brought into this place. Where will it stop? Down in Vasse they will be tearing each other's eyes out, trying to win that seat.

Mr D.A. Templeman: I'm backing the lady in the bikini!

Ms R. SAFFIOTI: The member for Mandurah again provides a positive contribution!

The ACTING SPEAKER: Member for West Swan, I encourage you to get back to the essence of the motion, please.

Ms R. SAFFIOTI: I am just noting that, for once—although it really horrors me to say it—the other place will be more exciting than what we are doing for the next half-hour.

The issue of congestion is serious. That is why I was shocked when the minister said last week —

Congestion is being removed from this city. I congratulate this government. We are doing a fantastic job.

He is congratulating himself! There is nothing like some positive reinforcement from ourselves, is there, when we judge ourselves as doing a good job? That is good, and I am glad the minister sits there congratulating himself. But the key issue, as we all know, is that it is not getting better, as shown by report after report and by information obtained from numerous sources. I will go through that information.

What is wrong? The member for Cannington sighed.

Mr W.J. Johnston interjected.

Ms R. SAFFIOTI: No, member for Cannington, it is okay—I will go through those in a lot of detail, so do not be too disappointed that congestion is not getting better.

Extract from Hansard

[ASSEMBLY — Wednesday, 24 September 2014]

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Ms Rita Saffioti; Mr Bill Johnston; Acting Speaker; Mr Sean L'Estrange; Mr Dean Nalder; Mr Paul Papalia; Mr Chris Tallentire; Mr John Quigley; Mr Roger Cook

In fact, the Minister for Transport seems to disagree with the entire Western Australian public when he says that congestion is getting better. Just recently, as I recall, the Minister for Emergency Services said he was going to build another metropolitan CBD fire station because it is taking too long to get to the other one that was just built! Congestion is so bad that the government has to build another fire station because it is taking too long to get from one side of the city to the other. I think that is an important point. Recently, the Minister for Emergency Services talked about having to build two CBD fire stations because the CBD is too congested to have just one.

Mr D.C. Nalder: It's a lot bigger.

Ms R. SAFFIOTI: Has the CBD got bigger?

Mr D.C. Nalder: It's a lot bigger.

Ms R. SAFFIOTI: I have to disagree with the Minister for Transport there—"The CBD is a lot bigger"!

Mr D.C. Nalder: Is the metropolitan area not growing?

Mr W.J. Johnston: The CBD is not growing—no!

Ms R. SAFFIOTI: It is the same size.

Mr D.C. Nalder: The city is growing; Perth city is growing.

Mr W.J. Johnston: The CBD is not growing at all —

Ms R. SAFFIOTI: It is the same size.

Mr W.J. Johnston: — and neither is the city.

Ms R. SAFFIOTI: It is the same size. Is the minister saying it is getting busier and more congested?

Mr D.C. Nalder: No, I am saying —

Ms R. SAFFIOTI: I think that is what the minister is saying. He is saying that it is getting busier and more congested, and that is why the government has to build two fire stations. I think that is what the minister is saying. I know that no-one has redrawn the map of the CBD while we were not looking, and I know that the government is playing around with a lot of local government boundaries, drawing lines everywhere, but I do not think it has changed the CBD boundaries in recent weeks—has it? This crazy bunch! We do not really know what the government is doing from day to day; I know it does not know what it is doing from day to day. It is a government in crisis, chaos and panic. At the beginning of this three-week sitting, I was wondering how we would go for the next three weeks: What could possibly go wrong with this government now? Has it stopped? There has been a further three weeks of chaos and dysfunction. However, I was surprised when the Minister for Transport stood and said, "We've done it all; it's all been fixed, and I'm congratulating myself on that!"

Mr D.A. Templeman: Clutching at large straws!

Ms R. SAFFIOTI: He was clutching at straws in the air that do not exist!

As I said, I want to go through some key reports that have been recently released that seem to contradict what the minister is saying, but I would like to use some anecdotal evidence first before I go to the reports. All the feedback that we on this side of the house get from the community is that congestion is getting worse. All the members on this side have talked to constituents in the community at fair days et cetera and they are telling us that congestion is getting worse, so when the minister stood and said that congestion had been fixed, I thought: hang on; that does not correspond with what I understand to be the case. For example, the RAC and a number of other groups disagreed with the minister, and I will go through them. I refer to a media statement and report released by the Committee for Perth on 23 June 2014—not that long ago at all—titled "The unhealthy cost of commuting". It reads —

Commuting times in Perth are getting longer and it's not just hitting your hip pocket but also your health. A report released by the Committee for Perth found that, internationally, long travel times are linked to long-term serious health and social problems ...

...

"Perth is now the second most congested city in Australia, there's a 31 minute delay for every one hour spent travelling during peak periods. 60% of Perth's population growth is happening more than 20 kilometres from the CBD and our largest growing suburbs are more than 33 kilometres away from the CBD.

...

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“If you live more than an hour away from work, you’re spending 19 days travelling to work each year, so it’s bound to have an adverse impact on your health.

In 2011, 28% of Perth drivers felt that commuting was negatively affecting their health and 26% believed that traffic had a negative impact on their performance at work or school.

There are more facts and figures in this report, but I will just go through a couple of the highlights. It continues —

In Perth, commute times have increased substantially in recent decades and there are now many people who spend an hour travelling to and from work. For example a journey from Clarkson to the city during the morning peak now takes an hour. Journeys from Midland, Rockingham and Armadale took close to an hour in 2009 and are now likely to take longer meaning, that these commuters spend more than 19 full days in their cars travelling to work each year.

...

In 2011 the IBM Commuter Pain Index found that 71% of Perth commuters have experienced travel stress; 28% of Perth drivers believe that traffic has negatively affected their health and 26% believe that traffic has negatively affected their performance at work or school.

The Committee for Perth clearly does not agree that congestion is no longer a problem.

An article published in *The West Australian* on 23 June 2014 was also in line with the Committee for Perth’s report. It states —

According to car navigation systems maker TomTom’s 2013 traffic index, congestion is adding 31 minutes to the daily peak-period commute in Perth.

That is quite interesting; congestion is actually adding 31 minutes to the daily peak period commute in Perth. The article continues —

“Perth is now the second-most congested city in Australia,” committee chief executive Marion Fulker said.

Again, the Committee for Perth has basically stated that it is getting worse.

There were also figures released last year by Austroads, looking at morning peak period congestion. It showed that morning peak period congestion increased from 0.59 minutes a kilometre in 2007–08 to 0.76 minutes a kilometre in 2012–13. That is yet another report stating that congestion has increased.

Another article that was published in *The West Australian* on 10 February 2014 stated —

Perth’s congestion woes are beginning to have an impact on weekend driving.

The article went on to state that we are getting not only weekday congestion but also now weekend congestion. It continues —

According to the analysis, weekend congestion now adds 18 per cent to any journey time—the equivalent of five minutes for a 30-minute trip. This is up from 14 per cent at the end of 2011.

That is yet another report. I will continue, because I think it is important to highlight the fact that what the minister said last week in this place was actually wrong. I now refer to an article by Shane Wright, published in *The West Australian* on 13 March 2013. It reads —

Traffic congestion will soon cost the average Perth family \$5000 a year as people get caught in the city’s daily gridlock.

A report commissioned by a task force of groups including the Australasian Railway Association and the Heart Foundation warns that the cost of congestion for Perth families is the fastest growing of any capital city as roads groan under a record number of cars.

...

For Perth the task force estimates that the cost per person will reach \$1900 a year by 2015, or more than \$5000 a family.

That was from yet another report. *The Sunday Times* released on 22 June 2014 the results of a community survey it conducted, based on the views of more than 6 000 respondents. The article states that the poll —

... confirmed the state’s love affair with the motor vehicle despite 55 per cent of the people who commute saying the time taken has blown out.

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That is 55 per cent of those surveyed who said that the time taken has blown out. In response to what the minister said last week about congestion having been fixed, the RAC's general manager of corporate affairs said on the 6PR *Drive* radio program last week that he believed that congestion was on the increase and, according to analysis undertaken by the Austroads national performance indicator, some of the travel times were actually slower.

I have used the last five or six minutes to demonstrate that a number of studies, authorities and well-respected organisations have shown that congestion is getting worse throughout Perth and the suburbs and that it has actually not been fixed. When the minister was first sworn in, one of the first things he said, in an interview with *The Sunday Times*, was that Perth people had to get used to congestion. Do members remember that front page?

The headline was "Get used to it: New Transport Minister says our city traffic congestion is not going away, so ...". In March this year, the minister said that our traffic congestion is not going away and we should get used to it. Last week he said that congestion is being removed from the city and the government congratulated itself on doing a fantastic job. Nothing adds up.

Mr D.C. Nalder: It does. I'll explain it.

Ms R. SAFFIOTI: The minister has a lot of explaining to do. The dorothy dixers that he answers in this place are getting worse. Talking about one-per-centers shows that he has no plan for congestion in Perth.

Mr D.C. Nalder: She doesn't want to hear the plan.

Ms E. Evangel interjected.

Ms R. SAFFIOTI: Those members sitting behind the Minister for Transport are so nasty.

Ms E. Evangel: That's the pot calling the kettle black.

Ms R. SAFFIOTI: What was that?

Ms E. Evangel: She's trying to be funny.

Ms R. SAFFIOTI: The member for Warnbro liked it!

Basically, in March this year the minister told us to get used to congestion as it was not going away. He said —

"We're not used to it. Whereas if you travel to Sydney, people are used to it so they do prepare and plan."

...

"We'll do our bit, but there are limitations to what any government can do," ...

That is what the minister said. He said that we should get used to gridlock and congestion because there is lots of it in Sydney. It will be good to see how the minister explains himself.

I want to take this opportunity to talk about congestion and the lack of a plan. In 2011, a draft transport plan highlighted three key projects to bust congestion—congestion-busting projects. Metro Area Express light rail, the Ellenbrook bus rapid transit system and the Yanchep rail line were the three priority projects identified through a long, exhaustive and costly study.

Mr P. Papalia: Fully costed, fully funded.

Ms R. SAFFIOTI: Yes; apparently, they were fully costed and fully funded. Three key projects were developed through a proper planning process. MAX was a key election commitment. I remember it. Do members on this side remember the member for Morley and the member for Perth standing there committing to build MAX light rail? Members opposite promised and promoted this congestion-busting project. Now it has been put off to the never-never.

Mr S.K. L'Estrange: Like your relevance.

Ms R. SAFFIOTI: The member for Churchlands makes such wonderful contributions.

The ACTING SPEAKER (Mr P. Abetz): Members!

Ms R. SAFFIOTI: What is up? The member for Churchlands interjected.

The ACTING SPEAKER: Members, I was talking to everyone.

Ms R. SAFFIOTI: None of those three priority projects—MAX, the BRT and the Yanchep rail line—was funded and none of them has been delivered. MAX was a core election promise made to the people living throughout that north east corridor. We remember the BRT—a \$115 million project that would deliver

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4 000 commuters a day or 8 000 daily trips. It was said that the cost benefit did not add up. When we look at the cost benefit of that compared with any project out there, we can see that it would surpass it by a mile.

Mr D.C. Nalder: Which one?

Ms R. SAFFIOTI: I am talking about the Ellenbrook BRT.

Mr P. Papalia: Go and do some research. You'll find out your government promised it at the last election.

Mr D.C. Nalder: You were talking about cost benefits. That is what I was interested in.

Mr P. Papalia: They used the cost benefit to justify it. You might remember.

The ACTING SPEAKER: Members, the member for West Swan has the floor.

Ms R. SAFFIOTI: I think that \$115 million for 8 000 daily commuter trips is pretty good.

A comprehensive plan was developed and a draft plan was announced with much fanfare, yet none of those projects have been delivered. There was no comprehensive plan to address congestion through the suburbs of Perth.

Although members opposite might think that this is not a serious motion, it relates to one of the key issues at the election. What will the government have to show for it? We will have busier roads and a public transport system that has not been expanded to any real degree. The government will have nothing to show for itself after being in government for eight years. It thinks some glossy brochures outlining commitments that it has not been able to deliver in eight years will cut it. In eight years, we have seen eight kilometres of train track. We have seen no other substantial improvement anywhere else across the suburbs. I notice you laughing, Mr Acting Speaker (Mr P. Abetz), which is quite unusual for an Acting Speaker.

I feel for the poor Southern River area and the proposed extension of the Canning Vale rail line, which the government was ready to go with. Members will recall that the government had all the animations for the Ellenbrook BRT ready —

Mr W.J. Johnston: Thousands of dollars of government money.

Ms R. SAFFIOTI: The government spent thousands of dollars preparing the plans and the animation for the extension of the Canning Vale line and nothing happened because at the time the government and the Liberal Party said that they do not really care about those people in the Southern River and Canning Vale areas and they will not deliver this public transport project, even though it was ready to go. The animations, the plans and all the work were done and it was pulled at the last minute, just like the Ellenbrook BRT. That is a very significant issue.

As I said, if the government promises at the next election that it will do something, that will not cut it. It would have been in government for eight and a half years, and it has not implemented any real, comprehensive plan to fix congestion. Some glossy brochures showing that it is going to do this or that will not cut it in 2017. The minister can talk about what is in the forward estimates, even though the forward estimates are not the policy of government. When the Minister for Transport stands and talks about prospective projects that the government is likely to undertake, I ask him to please not refer to anything beyond the budget year because they are not government projects; they are a figment of Treasury's imagination. It is a bribe. I hope nobody stands and says that they have something happening beyond this year because those forward estimates are not the government's estimates. They do not belong to government; they belong to Treasury. They are an abstract. They are something that Treasury does that does not relate to the government and to cabinet. That is what the Premier said today. No-one can talk about the forward estimates. The member for Forrestfield will talk about the Forrestfield rail line at the next election. I do not know whether any tracks will be laid. There will be glossy brochures but, basically, because the government will have been in for eight and a half years and it will not have done anything, no-one will believe it.

Mr N.W. Morton interjected.

Ms R. SAFFIOTI: We will see, all right.

Ms L.L. Baker: The airport rail link's impact on Bassendean train station will be huge—they are building a disabled toilet!

Ms R. SAFFIOTI: Is that it? That is interesting.

We do not know what the Forrestfield–Airport Link project will really cost. We think it is \$2.2 billion, but because it is in the forward estimates, maybe no-one has costed it—maybe that is the case.

Mr W.J. Johnston: Treasury thought it up!

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Ms R. SAFFIOTI: Treasury thought it up, because Treasury loves rail lines. Treasury put that \$2.2 billion in the forward estimates. We are not sure exactly how much it will cost, and, interestingly, the minister has refused to provide a breakdown of that \$2.2 billion —

Mr W.J. Johnston: Because he does not know!

Ms R. SAFFIOTI: — because he does not know. However, the excuse the Minister for Transport has given in this place is that providing a breakdown of the cost will give advice to all those private sector tenderers out there. He does not want to give them all that advice, yet the Perth Stadium transport plan is broken down bit by bit. The former Minister for Transport has given a breakdown of individual costs in the Perth Stadium transport plan, but this minister cannot give that to us for the Forrestfield rail line. That is because it was one of the announcements that was made when the government was rushing to find something positive to say at the Liberal Party's state conference and it thought, "Let's give some more information on the Forrestfield rail line." However, the government had not done the costing, or maybe some costings had been done by the minister's office—I do not know. Someone thought that \$2.2 billion looked like a good figure and said, "It's \$2.2 billion, so let's announce it!" Since that time the Minister for Transport has been unable to tell us how he calculated that \$2.2 billion, but he did say, "We cannot give you that breakdown—no, no, no—because that will alert all those private sector tenderers out there and give them too much information." So I was surprised when the member for Forrestfield distributed a pamphlet in the community—another pamphlet—giving a breakdown and showing that \$73 million had been dedicated to railcars. Is that the member for Forrestfield tipping off the private sector about how much is being spent on railcars? Was the member for Forrestfield undermining the government tender process? I think not. I think the minister is unable to give us a proper breakdown because he does not know. I think \$2.2 billion is about 90 per cent of the actual cost. Only last week the opposition asked whether the previously announced figure of \$73 million had been escalated and the minister said that he did not know.

Mr D.C. Nalder: I did not.

Ms R. SAFFIOTI: I asked the minister whether or not that \$73 million had been escalated, and the minister could not give me an answer.

Mr D.C. Nalder: I chose not to.

Ms R. SAFFIOTI: Pardon?

Mr D.C. Nalder: No, that is not right.

Ms R. SAFFIOTI: The minister could not give me an answer when I asked. I asked in a supplementary question whether or not the amount had been escalated.

Mr D.C. Nalder: I gave you an answer and you didn't like it.

Ms R. SAFFIOTI: No, the minister did not answer. I asked whether or not it had been escalated, and the minister could not answer me. That was even though, on the previous day in the upper house, the minister gave an answer saying that \$73 million was not an escalated figure. Since then, the minister has had to correct the figure he gave in the upper house answer so, basically, the minister did not know. We think that \$2.2 billion is around the correct figure. The minister wanted to make a good announcement at that state conference, and that is how he arrived at that figure.

Mr W.J. Johnston: Then your Minister for Corrective Services leaked it to the media.

Ms R. SAFFIOTI: The member for Cannington just alerted us to that.

Withdrawal of Remark

Mr D.C. NALDER: An allegation has been made against one of my colleagues that I think is most unparliamentary and, unless he wishes to confirm those allegations, I suggest they should be withdrawn.

Mr W.J. JOHNSTON: I am not quite sure what the minister thinks is unparliamentary. Was what I said unparliamentary?

Mr D.C. NALDER: Further to that point, the member for Cannington made an allegation that one of my colleagues leaked to the press, and I think that is inappropriate.

The ACTING SPEAKER (Mr P. Abetz): I do not consider that to be a point of order. It is an allegation that has been made and the language was not unparliamentary in that sense.

Debate Resumed

Extract from *Hansard*

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Ms R. SAFFIOTI: I am surprised that the Minister for Transport jumped up to defend his neighbour. I feel sorry for the Minister for Transport if he is out there defending his neighbour. I am sorry he felt that he needed to defend the Minister for Corrective Services, because the member for Cannington has said something that the entire press gallery knows to be true. If the Minister for Transport wants to come over to this side of the house to understand exactly what happens, we will be more than willing to let him know. When the member for Jandakot first came to this place, one of my colleagues from the eastern states rang me to give me a lot of background about the member for Jandakot and what he used to get up to over in the eastern states. The Minister for Transport felt compelled to defend his colleague and neighbour, and good on him.

As I said, the cost was announced to be \$2.2 billion.

Mrs G.J. Godfrey: At least our trains went to the airport.

Ms R. SAFFIOTI: Which airport line—the one that the government built?

Several members interjected.

The ACTING SPEAKER: Members! Member for Warnbro, the member for West Swan is taking the interjection, so there is no need for you to interject on top of that.

Ms R. SAFFIOTI: I am taking the interjection, because the member for Belmont said, “At least our trains went to the airport.” I went to the airport a couple of weeks ago and I could not see the train line anywhere. Did I miss it? Did I miss something that this government has done for public transport? Has the government built it, member for Belmont?

Mrs G.J. Godfrey: The plan went to the airport. All right, I made an English error; I apologise for that.

Ms R. SAFFIOTI: It is in the forward estimates, so it does not exist!

Mrs G.J. Godfrey: Your budget was way out.

Ms R. SAFFIOTI: How much is the government’s rail line costing?

The ACTING SPEAKER: Member for West Swan, you have the call.

Ms R. SAFFIOTI: She is interjecting and I am taking it.

The ACTING SPEAKER: I am saying that you have the call.

Ms R. SAFFIOTI: How much did the government’s rail line cost?

Mrs G.J. Godfrey: You just said what it is.

Ms R. SAFFIOTI: The member does not know.

Mrs G.J. Godfrey: I do know.

Ms R. SAFFIOTI: Tell us, then!

The ACTING SPEAKER: Through the Chair, please, member for West Swan.

Ms E. Evangel: What is wrong with a bit of banter between the women?

Ms R. SAFFIOTI: Nothing!

The ACTING SPEAKER: Members, let us have some order here and get on with the business of Parliament.

Ms R. SAFFIOTI: As I said before, this place is far less interesting than the other place at the moment with those National and Liberal Party members tearing each other apart.

Mr M. McGowan: Clawing at each other!

Ms R. SAFFIOTI: They are.

Mr J.E. McGrath: It did not even go to the vote—it’s a reunification!

Ms R. SAFFIOTI: It is the Berlin Wall—tear down that wall!

I will take the member for Belmont’s interjection. No rail line has been built. I know there is a bit of debate in the community about what is happening with the location of those stations, and the member is handling that well.

Mrs G.J. Godfrey: Thank you for that.

Ms R. SAFFIOTI: I was being sarcastic. I forgot that rule number one is that sarcasm does not translate in *Hansard*.

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On the \$2.2 billion we are still not sure —

The ACTING SPEAKER: Member for West Swan, and everyone else, please direct your comments to the Chair; we need some order.

Ms R. SAFFIOTI: We are still not sure exactly how much the rail line will cost. The government is still determining the route and all those sorts of things that were fully funded, fully costed and promised at the election. It is funny that the member for Belmont talks about the location of the stations, because I understand that the proposed location is very different from the proposed location the member took to the election. If I were the member for Belmont, I would not sit there and talk about the location of stations when a year after the election, her government is moving the station that she committed to.

In my electorate, I want to talk, first of all, about the myriad broken promises about Ellenbrook and the significant congestion that is occurring as a result of those broken promises throughout Ellenbrook and Aveley and in the West Swan electorate. We know that Ellenbrook was promised a rail line. After promising it at the election, the government tried to discredit the Ellenbrook rail line. It talked about all these dodgy figures that did not add up and said that the catchment was not big enough. The government did not include suburbs two kilometres from a train station for the proposed Ellenbrook train line in the catchment, yet it included suburbs such as Pickering Brook in the catchment for the Forrestfield rail line. Pickering Brook is a good apple-growing area. All those apple growers will catch that Forrestfield rail line. The government completely misled the public time and again after the 2008 election by saying that there was no way a rail line to Ellenbrook could be justified. The government came up with a bus rapid transit system and said that thousands of people would use it. The Liberal Party said that it makes far more sense than a railway line. About a day before the state election was formally called or the government moved into caretaker mode, the government also scrapped that promise and had no plan for the people of Ellenbrook. As a result, West Swan Road and Lord Street are traffic congestion nightmares and in the next three to four years this government is doing nothing to alleviate that.

Mr D.C. Nalder: You know about NorthLinkWA, don't you?

Ms R. SAFFIOTI: Did the Minister for Transport listen to what I said? The government is not doing anything in the —

Mr D.C. Nalder: In the next three to four years, you said.

Ms R. SAFFIOTI: Yes.

Mr D.C. Nalder: That starts in 2016. It will go up past Ellenbrook to Muchea.

Ms R. SAFFIOTI: Yes, but the Minister for Transport does not understand what NorthLink is compared with West Swan Road and Lord Street.

Mr D.C. Nalder: It will take the pressure off West Swan Road and —

Ms R. SAFFIOTI: Some pressure will be taken off. No doubt NorthLink will be a major freight route, but how it tailors to residential traffic, and the key thing is that it is years away —

Mr D.C. Nalder: It will be a dual freeway down Great Eastern Highway. They will be able to come into the city.

Ms R. SAFFIOTI: It is years away.

Mr D.C. Nalder: You said in the next three to four years. It will be finished by 2018.

Ms R. SAFFIOTI: No, it will not be. The government moved it to 2019, starting late 2016.

Mr D.C. Nalder: It will start in 2016 and finish in 2018. It is a greenfields project.

Ms R. SAFFIOTI: The government does not even have the metropolitan region scheme amendment through for south of Gnangara, so do not come in here with incorrect details.

Mr D.C. Nalder: No, you are not correct.

Ms R. SAFFIOTI: They are not correct. It is 2014. Nothing will be done by 2017–18. The congestion on West Swan Road and Lord Street is terrible. This government is not doing anything to help address that. The impact of that on local communities includes not only the wait, but also road safety issues and the issue of rat runs, which we have talked about before in this place. I highlight that the residents of Henley Brook, which is, basically, a rural community that has urban growth happening all around it, are faced daily with commuters who use rat runs and massive traffic issues. Commuters are using rat runs to try to avoid the terrible traffic on Lord Street and West Swan Road, and nothing has been done about that. Lord Street is still a single carriageway. West Swan Road is a single carriageway. The extension of Henley Brook Avenue has not happened. It is a traffic nightmare.

Extract from Hansard

[ASSEMBLY — Wednesday, 24 September 2014]

p6856b-6884a

Ms Rita Saffioti; Mr Bill Johnston; Acting Speaker; Mr Sean L'Estrange; Mr Dean Nalder; Mr Paul Papalia; Mr Chris Tallentire; Mr John Quigley; Mr Roger Cook

Gnangara Road is a key issue in the electorate. Six hundred and sixty-five days have passed since the Barnett government copied Labor's announcement to fund a dual carriageway on Gnangara Road. The government needed an excision from the state forest, but this government failed to bring that to this chamber until only a couple of weeks ago. It is now through and works will progress, but it has taken too long. Gnangara Road is an absolute safety hazard and this government was doing nothing about it until Labor promised to fix it. The government ignored it and ignored it until the lead-up to the election when it matched Labor's promise for Gnangara Road. As with the Ballajura police station, the government ignored the issue. The government said that it was not an issue until Labor promised to fix it, and since then it has dragged its feet to get the key amendment through this Parliament for Gnangara Road.

I want to talk about the Malaga Drive–Reid Highway interchange. I hope the minister can provide some clarification on the Malaga–Reid interchange, because this is another example of a government that has completely lost its way with its major projects. The Malaga–Reid interchange was a key election promise and commitment made in December 2012. Members might remember the front page of *The Sunday Times* in December 2012; I do. Basically, it referred to congestion-busting projects, including the flyover at the Malaga–Reid interchange. It was put forward as a priority project funded before the election through the government process. It was contained in all the election material produced by the Liberal Party in that election campaign. All the election material produced by my opponent, the member for Morley, possibly, and all Liberal members and candidates stated that the Liberal Party had a core commitment to deliver an interchange at the Malaga Drive–Reid Highway intersection by 2015. The Liberal Party made a core promise to upgrade one of the worst intersections in the entire metropolitan area. What has happened since the election is an absolute disgrace.

The project was delayed by two years and then again by another year at the midyear review. From recollection, it is now scheduled to be built around 2018–19. Every time I have raised the Malaga Drive–Reid Highway issue in this place, the minister has highlighted that the government thinks it can do the upgrade sooner rather than later and that there may be an opportunity to build this interchange in the next two to three years in conjunction with the Erindale Road–Reid Highway intersection upgrade. I understand that that is what has been put forward. I seek some clarification from the minister. The budget papers state that the interchange will not be built until 2018. The Liberal Party promised to have it finished by 2015. It is meant to be underway right now. Again, it is another broken promise. From all those surveys, such as the RAC Red Spot survey and the Main Roads black spot numbers, we know that it is one of the worst intersections. It always comes in as one of the worst intersections for rear-end collisions and also for wait time for turning right into Malaga Drive. It is a massive issue that, again, has been pushed back into the never–never.

I will talk a bit about the lack of duplication of the Reid Highway. It continues to be a key road safety issue. The fact that Reid Highway continues to be single lane in some parts demonstrates how this government does not do very smart, long-term planning. Reid Highway, which is, basically, a circle route, needs to be a dual carriageway all the way along. As I said, there are major, major congestion issues throughout my electorate. People want a coherent plan from this government that lasts longer than a day or a media announcement. This government is very good at media announcements; it has a lot of press secretaries and a big media team. The government is very good at announcements, but it has not delivered. The “gonna” at the next election—we are gonna do this, we are gonna do that—will not be enough, because the government has had eight and a half years, in which it has overseen a congestion crisis throughout the metropolitan area. It is not as though the government can point to a plan today and tell us that that would fix it. As I said, the one-per-centers are a flimsy excuse for a proper plan for the metropolitan area. Towing away some cars, about which the minister was asked two dorothy dixers, is not an excuse for a properly researched and funded plan to fix congestion throughout the metropolitan area. The one-per-centers are not enough if the minister cannot kick or mark the ball, and this minister has proven that he cannot kick or mark the ball. It is just focusing on the one-per-centers—the smothers. He is not actually a part of the whole game.

Remember those announcements. Remember the day the Metro Area Express light rail was announced. The media team was in full swing there, with the map. Did the Premier not tell people to start buying property in Balga and Mirrabooka? The Premier said, “I’ll give you a tip, buy around here now.” Remember the media statement for the bus rapid transit plan, which said we do not need a rail line, because a BRT was much smarter and makes proper business case sense. It was never delivered. Then there was the Yanchep line, which the government justified in its public transport master plan. Remember all those announcements—nothing. The Malaga Drive–Reid Highway intersection made the front page of *The Sunday Times* in December before the March election. The Malaga–Reid project was up there front and centre with the biggest congestion-busting projects, but it was not delivered according to the government's commitment, and we are still unsure where it sits.

Mr D.C. Nalder: Do you want me to tell you?

Ms Rita Saffioti; Mr Bill Johnston; Acting Speaker; Mr Sean L'Estrange; Mr Dean Nalder; Mr Paul Papalia; Mr Chris Tallentire; Mr John Quigley; Mr Roger Cook

Ms R. SAFFIOTI: The minister can do so when he stands up.

Mr D.C. Nalder: Okay, it is starting —

Mr W.J. Johnston: When you stand up minister, not now.

Mr D.C. Nalder: When I stand up; I am sorry, I thought you said now.

Ms R. SAFFIOTI: The minister can tell me now if he wants.

Mr D.C. Nalder: Work on the Reid–Malaga is scheduled to start in early 2015, and it is a 12-month program to have that completed.

Ms R. SAFFIOTI: That is a bit different from the government's budget, but that is all good.

Then there is Gnangara Road. I remember it was on the front page of the local paper—another desperate last-minute announcement to try to get the seat from me. Again, 665 days later, there is nothing, because the government did not get its act together. The Minister for Environment did not bring in the excision needed to allow for the expansion of Gnangara Road through that area.

As I said, we need a proper plan to beat congestion. Our city is growing, and tinkering at the edges is not enough. The government is creating problems for the next government to fix. This government has not had a consistent, well-funded and proper plan for the road network in the metropolitan area. It is pushing more cars onto the road, and it is not giving people a real choice about the mode of transport that they use. The government will leave behind a massive mess, and at the next election the fact that the government has built seven and a half kilometres of train track in eight and a half years should be an embarrassment. This government keeps talking about population growth, but it has done nothing to get the transport system in order to match that significant population growth.

MR W.J. JOHNSTON (Cannington) [4.54 pm]: I rise to speak in support of the resolution that this house condemns the Minister for Transport for his false claims that he has fixed congestion in Western Australia. This minister stands condemned for his false claims on these issues. I am interested to listen to his interchange with the member for West Swan. Last week, the member for West Swan asked him —

I have a supplementary question. Can the minister confirm that in answer to a question in the other place yesterday he said that those railcars were not escalated?

What did the minister reply? He said —

I have answered the question in the best way possible.

...

I have nothing further to say, Mr Speaker.

The fact that the minister would not even answer the question of the shadow minister shows that he should be condemned.

I want to start off with a contribution about Fern Road in Wilson. Fern Road is used as a morning rat run. People from across the Canning River in Riverton and other surrounding suburbs use Fern Road to bypass the Shelley Bridge to get to Leach Highway and Manning Road. One of the problems for Manning Road was that it was identified as one of the roads that carries increased traffic arising out of the decision by the government to cut off Riverside Drive. That is in the government's own transport plan for Elizabeth Quay. Manning Road is one of the roads on which traffic is increasing. Fern Road in Wilson is being used as an unbelievable rat run. It is so bad that people cannot drive out of their own driveways in the morning to get to work. In fact, the rat run is so bad that now cars using the rat run from Riverton and other suburbs are diverting onto side streets so they can come back and turn in to a subsequent roundabout from the left. The rat run is so busy that vehicles get delayed at roundabouts, so people are then using rat runs to bypass the rat run. This is a disaster, and the people in Wilson east, particularly in the southern end, are having their lives badly impacted every morning by the incredible level of congestion on that street. Quite frankly, when those people hear the minister say that congestion problems in Perth have been fixed, they are laughing at the minister, because they know the Fern Road traffic congestion problems have not been fixed.

It is not as though the Liberal Party has not talked about this issue. At the time of the 2013 election, the Liberal Party actually promised to widen Shelley Bridge. That was its promise. Its publicity material stated —

The Liberals will install additional traffic lanes on Shelley Bridge ...

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Ms Rita Saffioti; Mr Bill Johnston; Acting Speaker; Mr Sean L'Estrange; Mr Dean Nalder; Mr Paul Papalia; Mr Chris Tallentire; Mr John Quigley; Mr Roger Cook

There it was, in 2013, in an ad in the newspaper authorised by B. Morton, 640 Murray Street, West Perth 6005. There is a nice photograph of the sitting member, and some Liberal Party logos. It is clear as day, promised in black and white to the community in Fern Road in Wilson, who are affected by that congestion. If members are interested, it was published in the *Canning Times* of Tuesday, 5 March 2013. We know that the government has done nothing about that promise. It made the promise to the people of my community, and it has done nothing about it. Let us not forget that in 1978 the Liberal Party built the Shelley Bridge with only four lanes, when the Leach Highway has six lanes. This problem was caused by a former Liberal government; the current Liberal government promised to fix it, but has done nothing about it. It depends on who we believe in the Liberal Party. If we believe the Premier, there is clearly nothing in this year's budget about it. If we believe the Treasurer and the budget papers, there is nothing in the forward estimates about it. It is a travesty.

The government promised in black and white to fix this problem and it is doing nothing about it at all. That is having an enormous impact on the residents along Fern Road in Wilson and the surrounding side streets. They are being dramatically impacted. I congratulate the City of Canning for doing some work to cut down the opportunity for hoons to use Fern Road in the evenings by putting swales around the roundabouts to slow people down. We have had cars going off the road and through people's front fences along Fern Road. However, there are limits to what can be done in that direction, because it does not help with the volume of traffic that is using Fern Road in the morning, because of the huge congestion problem, which flows over onto Manning Road, Centenary Avenue and Shelley Bridge. The cars coming off Shelley Bridge and around the cloverleaf to get onto Centenary Avenue in the mornings are bumper to bumper, stopped at the traffic lights waiting to clear onto Centenary Avenue, then bumper to bumper down Centenary Avenue waiting to clear the traffic lights onto Manning Road. Again I congratulate the City of South Perth for doing work on the north-westbound lanes of Centenary Avenue, but none of that fixes the fundamental problem that pushes traffic onto Fern Road in Wilson. That is a clear example of people in the community looking at their lived experience. It does not matter how many times the minister stands in Parliament to say it is fixed. In fact, I encourage the minister to stand in Parliament to say that the congestion problems are fixed, because nobody outside this chamber, except his friends, believes that he has fixed them. I hope that he continues to say that.

Another example of traffic problems in my electorate is at Renou Street, East Cannington. The changes made to the intersection of Wharf Street and Railway Parade have led to Renou Street being used as a thoroughfare. Previously traffic went down Railway Parade, but because Station Street is now left-in, left-out, cars cannot cross Wharf Street onto Railway Parade. When the council was doing that work, I asked whether it had done any traffic studies. It said that it had done traffic studies of the effect on Railway Parade and Wharf Street, but had done no traffic studies on Renou Street. Now that traffic chaos, which I acknowledge is caused by the City of Canning's bad decision, has been made worse by the relocation of bus stop 13568. Only today I spoke to some constituents about bus stop 13568 on Renou Street and how a decision of the minister resulted in it being moved further east on Renou Street. Now the two bus stops for buses travelling both east and west are located opposite each other on Renou Street and the minister's decision to move bus stop 13568 has meant that when buses going either direction are stopped at that point at the same time, traffic on the street stops because no traffic can pass when the two buses are next to each other. The other problem of the location of the bus stop is that buses are directly impacting on people's driveways. The minister's decision was not made in consultation with local residents; it was just a decision made by the government without regard to the needs of the local people. If the minister wants to talk about a one-per-center, that is a one-per-center that the minister got wrong.

We also need to talk about the travel on Albany Highway past Carousel shopping centre. In the mornings, the westbound traffic is just a mess. Everybody who uses Albany Highway, coming past Carousel, knows about the unbelievable problems in the build-up of traffic along that section of road. It is a disgrace. When I was elected to Parliament, I sought from the former Minister for Transport a briefing about that section of Albany Highway. A couple of officials from the Department of Transport came and saw me and we had a good discussion about their plans; but apart from small works at the corner of Manning Road and, more recently, small works that have helped with buses at the corner of Nicholson Road, there are no plans to do anything about the traffic problems on Albany Highway past Carousel. The government has effectively given up. It has no plans or ideas, and the people of my electorate just have to cop it. Similar problems arise during afternoon peak hour with traffic travelling eastbound on Albany Highway past Carousel. One evening when I was travelling off Manning Road, to go down Albany Highway to exit at Nicholson Road, it took me 45 minutes to get from Manning Road to Nicholson Road—that is, about three and a half kilometres. How can the minister say that he has fixed the congestion problem?

That is not the end of it for residents in my community. Even on weekends, the traffic on Albany Highway is a mess past Carousel, particularly because cars in the left-hand lane—this affects traffic on weekdays as well—wanting to turn left into Cecil Avenue to enter Carousel shopping centre, queue up. Even on the weekend, cars

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are queuing to turn left onto Cecil Avenue and are backed up as far as Manning Road. It is ridiculous. On a weekend, cars are queuing for 600 or 700 metres to turn left into Cecil Avenue. One of the problems is that there are no bus embayments on Cecil Avenue, so buses stop on the street. A lot of buses use Cecil Avenue to get to Cannington train station, but because there are no bus embayments, all the cars have to stop behind the buses. I have asked over a number of years for bus embayments on Cecil Avenue, and I congratulate the City of Canning for including them in its plans for the redevelopment of the city centre. That is something it is negotiating with Westfield and it would be great to see that happen, because clearly the government does not care.

If members want to see just how bad it is on weekends, they should use Carden Drive. Carden Drive is a suburban street, which runs parallel to the river on the southern side of Albany Highway. There is often a huge queue of cars in Carden Drive that are trying to get around the roundabout onto Liege Street to exit onto Albany Highway. There is a queue of a couple of hundred metres of cars on a weekend, on a suburban street, which means that all the residents who live in Carden Drive have trouble getting out of their driveways. I have often had complaints from people about the problems of getting out of their driveways on the weekend to get into Carden Drive. It is ridiculous. But, of course, the problem is that people are trying to avoid Albany Highway because there is no practical way to turn right across all those lanes of traffic; even on the weekends it is busy. Again, the residents of Carden Drive would love to see an end to the congestion crisis that the minister has told us all about.

Then there is the intersection of Metcalfe Road and Nicholson Road in Lynwood. In the mornings, if a car travels south-east on Nicholson Road, the last set of traffic lights is at the Roe Highway overpass, so cars travelling towards the city on Nicholson Road exit the traffic lights on Nicholson Road over Roe Highway, go around the roundabout at High Street and straight up Nicholson Road, past Lynwood. The first set of traffic lights after that is at Spencer Road, after the corner at Metcalfe Road, which means that on a busy workday morning, nobody can turn left out of Metcalfe Road onto Nicholson Road because there is never a break in the traffic because the traffic is spread out over the three or so kilometres from Roe Highway. That means people sit in their cars with the engines running, waiting to exit from Metcalfe Road out of Lynwood and Ferndale onto Nicholson Road, and they cannot do it because there is no break in the traffic. There are traffic lights only a couple of hundred metres to the left, at Spencer Road, but that does not help the people sitting in their cars every morning, in the traffic, trying to get out of the suburb onto Nicholson Road. I bet if the minister were to talk to those people about the traffic congestion problem being solved, they would not believe him, because that is not their lived experience. Even after they get out of Metcalfe Road onto Nicholson Road they still have to get past Carousel, and I have already described the problems of getting past Carousel.

There are also the problems of people trying to use Station Street exiting onto Albany Highway. Again there has been no proper plan from the government to solve that problem.

There are problems at William Street, Beckenham, which is supposed to be a suburban road. The Labor government built Roe Highway stages 4 and 5 so that trucks would not need to use William Street, but this government has done nothing to prevent trucks using William Street, particularly in the mornings. Trucks come off the Kenwick Link and go straight onto William Street up Beckenham into the Kewdale industrial estate. They should stay on Roe Highway and go around that way, but of course the problem is that the Roe Highway–Orrong Road–Welshpool Road exit is a nightmare with cars queuing. That is on the edge of my electorate. Cars form queues all the way back from the Welshpool Road lights to Roe Highway and truck drivers want to skip that intersection because they do not want to get involved with that chaos and they use William Street, Beckenham to avoid that traffic snarl. The government has no solution. Council work was done to put in a couple of little roundabouts to try to narrow William Street, but there is only so much that can be done, and massive trucks still use William Street. Again the government has no plan.

I have sat and watched the level crossing at Wharf Street when the boom gate is down for 30 minutes in the hour between eight and nine o'clock in the morning and the cars cannot clear the intersection of Wharf and Sevenoaks Streets. It is just a mess. If the minister wants to crow about solving the congestion problem, he should go and see Wharf and Sevenoaks Streets in the morning.

There are problems with Spencer Road in Langford. It is interesting that the speed limit on Spencer Road in Thornlie has been lowered from 70 kilometres an hour to 60 kilometres an hour, but it is still set at 70 kilometres an hour through Langford. Of course, that is a street with driveways and families. It is not a commuter road; it is a road that people have houses on and they have to back their cars out into the traffic each morning. I get lots of complaints from people who live on Spencer Road in Langford about the problems caused by the 70-kilometres-an-hour speed limit. What is more, we also have the problem of the intersections on Spencer Road through Langford, particularly the intersection at Langford Avenue. It is a nightmare and often there are car crashes. I have a constituent who has made complaints about that intersection on a number of

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occasions because her house is set lower than the street with a retaining wall out the front, and cars often come through the retaining wall. She has not yet had a car come through her house, but I imagine it is only a matter of time before that will happen.

I will not take an extension, unless I run out of time. I want to raise two other issues. The first is the dramatic impact of the decision to cut Riverside Drive on Manning Road, which was named in the transport plan as one of the roads that would be affected by cutting Riverside Drive. I love it when the Liberal Party talks about Roe Highway stage 8, because it says that was part of the Stephenson plan, but so was Riverside Drive. The argument to build Roe Highway stage 8 is exactly the same argument used to not cut Riverside Drive. The government wants to spend \$750 million on the most expensive road ever built in the history of the state, which is Roe Highway stage 8—not that it has allocated any money to it, but the government keeps claiming in the media, including this advertisement that I am holding, that it will do that.

The second issue is Welshpool Road leading onto Orrong Road. Anybody who uses that section of road through Kewdale knows about the number of times the traffic has to wait for the lights to change before they can clear Kewdale. It is a disgrace and a complete mess. It is another result of the decision to cut Riverside Drive by installing Elizabeth Quay. People say, “Well, you can use the tunnel”, but people have to be able to get to the tunnel and that means using Orrong Road. Orrong Road is traffic light after traffic light. I used Orrong Road this morning, and I travelled at 40 kilometres an hour, even though it has 70 kilometres an hour speed signs. Do not worry about getting a speeding ticket because no-one can get to 70 kilometres an hour on Orrong Road in the morning. Do not get me started about the afternoons! Which freeway ends with a set of traffic lights? The Polly Farmer freeway ends with a set of traffic lights. That is what the government thinks of the people in the eastern suburbs: it builds a freeway to a set of traffic lights and says that it is a solution. The cars queue all the way back past Victoria Park Drive—the road that goes past Burswood. It is a disgrace and it does not work. That is what the government says is the solution for cutting Riverside Drive at Elizabeth Quay. This government’s planning for roads in the metropolitan area is a shambles, and, unfortunately, my constituents have to put up with this traffic chaos. The traffic problems in this city have not been resolved.

MR P. PAPALIA (Warnbro) [5.14 pm]: I rise to support the motion that this house condemns the Minister for Transport for his false claims that he has fixed congestion in Western Australia. I know what the minister is going to do; he is going to stand up and debate semantics and suggest that he did not make this claim, but it is undoubtedly the case that he did. Members who were in the chamber witnessed the minister’s extraordinary performance to what was, I think, a Dorothy Dixier on 16 September. The minister claimed that he had solved the problem. He was so emphatic that he had done such a good job that he congratulated himself—he reached around and patted himself on the back in this chamber.

Mr N.W. Morton: They continue to make stuff up.

Mr P. PAPALIA: He patted himself on the back in the chamber in a metaphorical sense, member for Forrestfield. He felt so good about what he had done with his one-per-centers. I think all the one per cents that this minister has achieved or lauded himself for in this place since becoming the minister would add up to about five per cent! That is the extent of it. In fact, it would be a gross exaggeration to suggest that he had achieved that much, because what we are talking about here is nothing other than spin. Sadly, this minister and this pathetic government, which is at war with itself and is all over the place, have achieved nothing on behalf of the people, the commuters, business and public transport passengers. I will go through the minister’s claims. I have emailed my office and asked them to go onto the Baldivis chat sites and post the extraordinary claim the minister made in this place that the journey to the city from Baldivis is now eight minutes shorter than it was in 2009. That was the minister’s extraordinary claim. There is no reference, by the way, minister. I am reading from *Hansard* and the minister did not state where the claim came from, what time of the day it refers to or what vehicle was used. I have my suspicions that in 2014, the public transport dude who was measuring the time was riding a motorbike down the middle of the lanes, or he was flying down the freeway with the Premier in the “Colcopter”, or in the “Batcopter”. The minister did not say in his claim at what height or elevation the vehicle was travelling. He did not say that in 2009 they were sitting in a vehicle and the trip took 69 minutes. For the trip in 2014, the minister did not give all the parameters; we do not really know whether he was talking about someone in a gyrocopter flying 100 metres above the traffic. It is absolutely unbelievable that anyone in Western Australia who has travelled on the Kwinana Freeway during peak hour would make the extraordinary claim that it is faster to travel on this year than it was in 2009. I do not believe it! I am sorry—I like the minister as a person—but I think his claim is codswallop! I think it is absolute rubbish! I am convinced that the minister’s extraordinary claim is false. I do not think that the minister intentionally made a false claim; I think that someone has fed it to him. They did not tell the minister that in 2009 they drove a vehicle during peak hour compared to a journey in 2014 when they drove at exactly 11.30 am in the middle of the day during the only hour that is not a peak hour on Kwinana Freeway going north. That is what the minister was not told. I am sure that is the case.

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Mr C.D. Hatton: Assumptions, member.

Mr P. PAPALIA: I am sorry; I do not know what the assumptions were. There is some chatter from the back of the chamber. I am sure that the member will stand and make a contribution and that it will be a noble contribution of the same quality as his contribution on the funding cuts to education and high schools—it will be of that standard. I am sure that the member for Balcatta will maintain the level of his contributions he has managed to achieve to date. Nevertheless, in the event that the member for Balcatta does not get the opportunity to stand and —

Mr S.K. L'Estrange: And give another outstanding contribution!

Mr P. PAPALIA: And give another outstanding contribution! In the event that the member for Balcatta does not get the opportunity to stand, Gettysburg-Address like, and compel us to shift sides and vote on the other side of the chamber, I welcome the minister tabling every single detail of this study: Who did it? What time of day was the comparative analysis done? What vehicle were they flying in about 100 metres above the freeway to achieve this extraordinary feat? I do not believe it. I understand statistics are a marvellous invention that can be employed to suggest all manner of achievements and outcomes. I see WA Police do it frequently; it concedes that on a reasonably regular basis it changes the parameters by which it measures things like crime to ensure that things look better than they otherwise might do. I am a sceptic on these matters; I have no doubt that someone in the bureaucracy is willing to curry favour with a new up-and-comer—the minister who was propelled from the back bench five minutes after being elected.

Ms R. Saffioti: Above the poor member for Churchlands.

Mr P. PAPALIA: Above the very deserving member for Churchlands, who was, sadly, ignored—the member for Perth did not get a look in either.

I think someone in the bureaucracy is willing to try to curry favour with someone they have pinned their hopes on. They have read in the media that moves may be afoot, and that perhaps the member for Cottesloe is not as comfortable and popular as he once was. He is not the “Mr 60 Per Cent”, that is for sure, that he was post the 2008 election. That is certainly not the case anymore. I think everyone knows that. I think there is a sense out there around the water bubblers in the public service world —

Ms R. Saffioti: Things are moving on.

Mr P. PAPALIA: — that things are moving on: “Let’s pick a winner.” We have a big field. Actually, we do not have a very big field at all; it is a much smaller field than people might imagine.

Mr S.K. L'Estrange: I am glad you’re focused on the Liberal Party leading after the 2017 election.

Mr P. PAPALIA: No, I am talking about in the next two years. They have a short-term mindset. I accept the interjection, member for Churchlands, but that is not the case. I am actually reflecting on the next two years, because after the Premier’s extraordinary performance during today’s matter of public interest when he identified someone whose identity had been kept concealed by the minister responsible and by the very professional member for Kingsley—who was also overlooked, I might add; the Minister for Transport leapt over a lot of people. The member for Kingsley was very careful in her 10-minute excruciating contribution. I could tell that she was not enjoying it, but she was very professional. She kept herself on a very tight rein and ensured that she did not compromise anything in the way of identity, and then that was all undone. That is my point. The observation regarding leadership does not reflect on who might be leading the Liberal opposition in 2017—that is not the point—it is who will be leading the infighting and implosion in the current government over the next two years.

Several members interjected.

Mr P. PAPALIA: I know the field is much bigger on our side! We concede that we have a lot of talent on our side! If members opposite are trying to speculate on our side —

Several members interjected.

Mr P. PAPALIA: Yes, I would be very careful.

Several members interjected.

Mr P. PAPALIA: The member for Belmont is not aware of all the circumstances.

The ACTING SPEAKER (Ms L.L. Baker): Member for Warnbro.

Several members interjected.

The ACTING SPEAKER: Member for West Swan and member for Belmont, thank you. Member for Warnbro, could you please keep to the congestion issue, and the member for Kingsley if you want to?

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Mr P. PAPALIA: Thank you for that guidance. I will try to restrict my observations to the congestion on the road rather than the congestion of members opposite trying to get into the door of the Premier's office.

Several members interjected.

Mr P. PAPALIA: I know not many members opposite go there at the moment, but I am talking about when they are trying to become the Premier.

Mr M.H. Taylor: You'll never be.

Mr P. PAPALIA: I do not want to be.

Ms R. Saffioti interjected.

Mr P. PAPALIA: Look what it does to people! Why would I want that job?

Ms R. Saffioti interjected.

The ACTING SPEAKER: Hansard might be having some difficulty, members!

Mr P. PAPALIA: Sorry; I beg Hansard's pardon. Yes, that was very unfair.

Look, 69 minutes versus 61 minutes is the claim, as I understand it. I am reading from *Hansard* and the minister's reflection or suggestion that things —

Mr D.C. Nalder: It's not a reflection.

Mr P. PAPALIA: Yes, okay—the minister's observation with some bodgie statistics that he refers to.

As I said, I cannot believe it. I find it unbelievable and inconceivable, and the commuters will find it inconceivable. Anyone who has travelled that road will find it inconceivable. The member for Jandakot knows what I am talking about; he joins it midway through that car park that is the Cockburn onramp in the morning. The member for Jandakot knows what it is like; it is outrageous. To suggest that in 2014 not only is it not worse, but also it is eight minutes better is just an extraordinary claim. It is inconceivable and unbelievable, and the minister must have picked the best day of the year. Did the minister drive on Christmas Day? No, Christmas Day is bad. Did the minister drive on Good Friday? On what day did the minister do it? How did the minister find a day when he could get to Perth from Baldivis faster now than was the case five years ago?

Ms R. Saffioti: Were there roadworks or something?

Mr P. PAPALIA: Were there roadworks in 2009?

Mr D.C. Nalder interjected.

Mr P. PAPALIA: There were a lot of roadworks in 2009, because the government was widening the freeway. Was that slowing things down? I just cannot believe it.

Mr M.H. Taylor interjected.

The ACTING SPEAKER: Member for Warnbro, if you want to invite an interjection, it is best that you —

Mr P. PAPALIA: Not right now. I will kick on because I have it on the record that I find it extraordinary.

The other observation I make about the minister's speech is the part about one of his one-per-centers being traffic light sequencing. That is not going to help us much on the freeway, I am sorry. That observation was made by the member for Cannington as well. That is not a factor; in fact, most of the minister's one-per-centers do not apply. Whatever extraordinary feat has been achieved, it has been done without the one-per-centers. That is the question. On the freeway, how did we get to this from, in 2012, PerthNow reporting that peak hour starts at 5.45 pm and goes for six hours a day, and that people were extraordinarily angry about the impact it was having on them? The RAC survey of that year showed 52 per cent saying it was not possible to get to work on public transport, and also saying it was having a massive impact on them. That was in 2012. Last year's RAC congestion survey did not say, "Congratulations, Barnett government. Congratulations, minister—you are doing a wonderful job. Pat yourself metaphorically on the back in Parliament." It did not say that; that is not what the survey said last year from the people who were actually on the roads. The "Congestion Survey 2013" reads —

The second RAC BusinessWise–CCI Congestion Survey has confirmed that traffic congestion is taking an increasing toll on the profitability and productivity of businesses in and around Perth and its human impacts are now being felt more widely by workers.

...

The majority of businesses (70%) say their exposure to traffic congestion has increased over the past 12 months, down from a figure of 75% in the 2012 survey. However comments from businesses suggest

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many are now simply factoring in increased congestion as “business as usual” perhaps explaining, in part, the lower number.

Over the past 12 months, nearly all respondents (97.3%) said that traffic congestion had increased the time their workers spent on the roads, up from 90% in 2012. Businesses are facing higher fuel costs, lower productivity and the inability to take on more work.

Alarming, nearly 80% of respondents said congestion had added at least 10 hours per week to their time on the road over the past 12 months, up from 61% in 2012.

How is it, I ask rhetorically—not necessarily expecting an answer—that in the RAC report of last year —

... 80% of respondents said congestion had added at least 10 hours per week to their time on the road over the past 12 months, up from 61% in 2012.

It is almost vertical! How is it that, in complete contradiction to this clear observation by people who are experiencing congestion on the roads, the Minister for Transport can come into this place and make the extraordinary claim that things are so much better now, and that things have improved since 2009? Last year, 80 per cent said it was 10 extra hours per week, but apparently it is in fact eight minutes shorter, one way from Baldivis to Perth. That is 16 minutes a day, so they should be chipping away at the margin; they should be reducing the transit time and the lost hours on the road because they are getting more than an hour and a half—are they not?—over the course of a week. How is that happening? They are getting more than an hour and a half, according to the minister, yet the RAC survey states that it is 10 hours worse than it was two years ago. According to the minister, people travelling to and from Baldivis are an hour and a half better off per week than they were in 2009, yet the RAC survey states that across the city 80 per cent of people are saying that it is costing them 10 hours more per week. What is the story there? Did the RAC survey miss everyone in Baldivis? Did they miss everyone who travels along the Kwinana Freeway north in the morning and south in the afternoon? Did they miss everyone on the Mitchell Freeway? I know it is the same up there. Did they miss everyone out in the eastern suburbs, out in poor old Ellenbrook, where there is no hope of any improvement ever under the Barnett government? Did the RAC survey 80 per cent of people living in Cottesloe, maybe? No; it is the other way round! How did the RAC find people who do not agree with the government? It is extraordinary.

The question is whether it is a valuable survey, and whether it covers many people. It states that more than 400 small to medium-sized businesses were surveyed, and that is a pretty significant number of businesses, given the number of employees that would be associated. It is also an interesting cohort, because it is the small business community that has been hoodwinked by the Liberal Party, which claimed to care about it but clearly does not. That has been profoundly demonstrated over the last few years, and again even today in question time when we found out that subcontractors were being duded at the new hospital site, and the Treasurer did not care. He had no interest at all, and there was no interest from the Premier. He said, “Put it on notice; take a month, and we won’t tell you the answer then.” That was his response, because he did not want to confront the fact that the Barnett Liberal government in Western Australia does not care about small businesses; it has made their lives a lot worse. Eighty per cent of commuters are saying that they spend 10 extra hours on the road from what they were two years ago, as a result of the traffic congestion that has exploded under this government.

I know that there has been population growth, and I know that the government has not built anything on the southern suburbs rail line other than car parks, so I know that the government has not taken very many people off the roads. I suspect it is the other way round; people are becoming frustrated with not being able to get on the trains anymore or find a car park, so they are increasingly returning to the freeway. I suspect that the reality for people commuting from Baldivis to the city and all the people living in suburbs adjoining the freeway is that they do not find that their journey is eight minutes shorter per trip than it was in 2009, and I do not think they will believe the minister. I think that they would be aghast to hear the minister claiming success when he has not done anything to make such a claim; all he did was widen the freeway. Is the minister suggesting that there is no longer peak hour congestion as a result of putting an extra lane on the freeway? Is that why the minister is claiming success? If not, the minister should tell us why he reckons it is better.

[Member’s time extended.]

Mr P. PAPALIA: Can the minister tell us where he has managed to attribute this success? He is claiming success; I know that he will stand and there will be semantics, and he will say, “I didn’t say that.” Just for the record, the minister actually said that congestion was being removed from this city, and I remember the flourish with which he made that pronouncement. He stood and waved his arms around, just prior to sitting down again as we were laughing —

Mr N.W. Morton interjected.

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Mr P. PAPALIA: I know that the current government backbenchers have not seen a real Premier in operation, and therefore they believe it is appropriate practice to be finicky about the specific placement of words. The observation in the motion —

Several members interjected.

Mr P. PAPALIA: I am having trouble concentrating, Madam Acting Speaker, they are so loud! There is a lot of traffic noise at the back of the chamber!

The ACTING SPEAKER (Ms L.L. Baker): Members, could you please not yell out across the chamber. If the member wants an interjection, I am sure he will ask for one.

Mr P. PAPALIA: It is undeniable that the tenor of the minister's extraordinary dorothy dix reply was self-congratulatory. Does the minister deny that it was self-congratulatory? Is the minister denying that he stood in this place and congratulated the government for its performance on congestion? Is that the claim, minister? Because if it is, it would be a joke. The minister stood in this place and said —

I congratulate this government. We are doing a fantastic job.

Quote, unquote. The Minister for Transport, in answering a dorothy dix about what his government was doing to respond to traffic congestion, said at the end of an extraordinary performance in this chamber —

Congestion is being removed from this city. I congratulate this government. We are doing a fantastic job.

No, you are not. Over six and a half years of bumbling ineptitude —

Several members interjected.

The ACTING SPEAKER: Member for Perth and member for Carine, I will call you. I have warned you all: do not yell across the chamber. I will start calling members. Member for Warnbro, do not invite interjections.

Mr P. PAPALIA: Over the entire six and a half extraordinarily long and arduous years of this government —

Mr S.K. L'Estrange interjected.

The ACTING SPEAKER: Member for Churchlands, I call you for the first time.

Mr P. PAPALIA: There has been six and a half years of ineptitude, failure, infighting and false and broken promises —

Mrs G.J. Godfrey interjected.

The ACTING SPEAKER: Member for Belmont!

Mr P. PAPALIA: — by members who promised their electorates that they would do things and then immediately broke those promises following the election, particularly in the field of public transport, which has had an impact on congestion. Over those six and a half years of broken promises, one thing that the government has not done —

Mrs G.J. Godfrey interjected.

The ACTING SPEAKER: Member for Belmont, I call you to order for the first time.

Mr P. PAPALIA: One thing the government has not done is to earn the right to congratulate itself; to reach over its shoulder in Parliament and slap itself on the back for its efforts in dealing with congestion. We are talking about 7.5 kilometres of track in six and a half years and one train station, when it promised two. The extraordinary thing about the Butler train extension is that the government claims that it was on time and on budget, because it broke its first promise in its first term, and then extended it; it gave itself extra time on the clock, so now it is on time. "Now that we've broken the first delivery date, we've extended the delivery date and taken away a station, and now we're on time and on budget." What a surprise. The government shifts the goalposts so frequently that it is incapable of keeping up with how many promises it has broken. Sadly, that is the reflection that is drawn when the minister makes such bizarre statements in this place about congestion. The only thing that the government has done on the freeway is the extra lanes. Is the minister suggesting that there is no congestion problem on the Kwinana Freeway now as a result of those extra lanes? They were absorbed the moment they were opened. The only way to deal with congestion on Kwinana Freeway is to build more stations and put more trains on the tracks. The Liberal Party and the Barnett government misled the people in the electorate of Warnbro and the people of Mandurah at the last election on that requirement. They promised to deliver a train station at Paganoni Road, Karnup, between Mandurah and Warnbro stations. The Liberal Party said that if its candidate was elected, it would deliver earlier than the promise made by the Labor Party. When I came into this place earlier this year, the then transport minister, the former member for Vasse, was sitting on

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the other side of the chamber. When I confronted him with that promise that had been made by the candidate, he basically said—people in Western Australia should remember this—that when the Barnett government or the Liberal Party in Western Australia make a promise, they mean that if they do not win a seat, the people in that electorate will not get anything. They do not rule for everybody. It is not the government for Western Australia; it is the government for the seats that it holds. That is a disgrace. It was a disgrace when the former member for Vasse said that in this place. He confirmed it only after I dragged it out of him. When I wrote to him, he did not deign to write back himself; he got his chief of staff to respond in a disgracefully ignorant fashion, suggesting that somehow our promise of Metronet would not have worked as successfully as the mess that the government was not delivering. It was a disgraceful effort. It was a revelation. I would like to make sure that everyone in Western Australia knows that. When the Liberal Party of Western Australia goes to an election and makes a promise to an electorate, it means that if the voters deliver that electorate to its party, they might get what the Liberal Party is promising. The member for Perth promised that she would get MAX and that was not true. The member for Morley promised that he would get MAX and that was not true. Surely, the member for Balcatta would have promised it. He would have had some sort of impact. He would have put out flyers.

Mr C.D. Hatton: What's that?

Mr P. PAPALIA: The member would have promised MAX.

Mr C.D. Hatton: No. Balcatta wasn't promised MAX.

Mr P. PAPALIA: A slight hesitation indicates truth and likelihood of accuracy. I suspect that the member promised it. I suspect all manner of promises were made by members who have not delivered and by members who won their seats. The worse impact on the state was that in a lot of seats in which Labor members were returned and their opponents made promises, they just disclaimed them entirely. That is a warning to not only all voters in Western Australia but also Liberal Party candidates at the next state election. They should not believe anything that the party office, the Premier, the Minister for Transport or any other minister says about things they can promise in their electorate because it will clearly not be binding immediately post the election.

Mr J.M. Francis: Train stations.

Mr P. PAPALIA: The member for Jandakot got one in Aubin Grove but the candidate who was running against me did not have a train station; he had a sign on the side of the road, which apparently is the delivery of a promise. That is closer than the member for Swan Hills. He will not get a sign. We should feel sorry for the poor old member for Swan Hills. He was duded by his party in two elections running. No-one in the electorate of Swan Hills will believe anything that the Liberal Party or Matt Birney promises them at the next election.

I have an article referring to what was said to people in the electorate of Warnbro and the people living between Mandurah and Warnbro stations during the last election. It is headed "Paganoni Road station pledge". That was a promise. It was not refuted. Despite what the previous member for Vasse, the former transport minister, said, it was not said during caretaker mode; it was said way before that. The government was still operating. Sorry, it was said then. When was Parliament prorogued? Was it in December? It was extraordinarily early. It was before this article appeared, which is dated 23 November 2012, the year before the election. The government was not in caretaker mode; it was still an operating government, as far as I can recall. The claim by the former member for Vasse, the previous transport minister, was that the promise was not binding because it was made during caretaker mode. He implied that Liberal Party candidates say whatever they want. That is pretty true because clearly a promise was made and reported in the local papers. Signs were put up on the booths around the electorate on election day stating —

We **NEED** a
Train Station at
Paganoni Rd **NOW**
Not in 6 years.
A Voice in a Liberal
Government will
deliver it
SOONER.

The Liberal Party did not get a voice in a Liberal government, so clearly that is not a binding promise. I think that is appalling. That is an outrageous way to deal with the public—suggesting that if the Liberal Party guy does not get up, the voters will not get what the Liberal Party promised at the election. That is not how we operate. I ask everyone in Western Australia, particularly in the electorate of Warnbro, to remember that at the next election. They should remember that they were lied to at the last election. The Liberal Party and the National Party lied to them. They will lie again. They cannot be trusted, particularly when it comes to public

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transport and very much so on congestion. People's experience belies everything the minister claims. It does not matter what he presents to Parliament or what statistics he delivers because people will not believe him.

MR C.J. TALLENTIRE (Gosnells) [5.45 pm]: I rise to support the motion before the house moved by the member for West Swan, which states —

That this house condemns the Minister for Transport for his false claims that he has fixed congestion in Western Australia.

I believe that many Western Australians would support that motion.

Mr M.H. Taylor interjected.

Mr C.J. TALLENTIRE: The people of my electorate and the adjoining electorates and perhaps even people in the member for Bateman's electorate would see that traffic congestion has only got worse around the Perth metropolitan area.

Mr M.H. Taylor interjected.

The ACTING SPEAKER (Ms L.L. Baker): Member for Bateman!

Mr C.J. TALLENTIRE: I thank the member for Bateman for his commentary. I will outline the situation as I see it. The lived experience of many of my constituents is terrible. The reality is that if one drives on the roads in peak hour traffic, one has to add much longer to one's travelling time than one had to do only a couple of years ago. The situation is getting much worse. Is that any surprise? Is this a shock when we have a government that does not even have a finalised public transport plan? We have had a draft that I think has almost been disowned. The draft transport plan was put out by the former member for Vasse. It contained many inaccuracies about population projections et cetera. Certainly for my area, it had some shockingly hopeless commitments to improve public transport. It stated that the extension to the Thornlie train line through to the Mandurah line would not be contemplated by government until after 2031. That was a hopeless suggestion. In some ways I was pleased to see that that was a draft plan but the fact is that it came out years ago. Where is the new plan?

I note that the minister is falling into the trap of a previous Minister for Transport by not signing letters to members of Parliament himself; he is getting his acting chief of staff—I guess now it is his chief of staff—to respond to members. In correspondence that I received on 8 April 2014, I was advised that the final plan has taken into account the revised population forecasts and will be released this year. As we come to the close of the month of September, it does not leave very much time for the finalised transport plan to be released. There it is in black and white in the minister's letter to me. His acting chief of staff told me that the finalised transport plan will be released by the end of this year. I look forward to that. I also look forward to a revision that takes account of the traffic congestion on the roads in my electorate and adjoining areas and that also takes account of the public transport needs. I will go into this in a bit more detail but, obviously, if we are to solve the congestion problems on our roads, public transport is a major component of the solution.

When I look at some of the immediate problems in the electorate that I represent, I can see where things are going further wrong and are just not working out. One example I will use is an issue that both the member for Southern River and I raised in this place during the thirty-eighth Parliament—the major roundabout that brings together Garden Street, Nicholson Road and Yale Road that is on the edge of the Southern River and Gosnells electorates. I lobbied hard for that roundabout to get the benefit of some slip-roads, and eventually those slip-roads were put in, but the plan always was that there would be a system of traffic metering to accompany the slip-roads.

I am sure members have encountered traffic metering. It works very well on Mounts Bay Road, coming into Perth past Mount Hospital. If the traffic flow is normal, people do not even notice the lights; they just use the roundabout as a normal roundabout. However, if the traffic flow is such that it is difficult to enter the roundabout then the metering lights come on, and the sensor devices operate. We desperately need that at the Nicholson Road–Garden Street–Yale Road roundabout. Traffic metering was budgeted for and the money was there, but the strangest thing happened. The government decided to claw back \$486 000 from the City of Gosnells, which had been given the money to do this work—because of budgetary problems no doubt. That was the amount that had been allocated for traffic metering, and now we do not have that as an option. We are stuck with a situation in which a slight improvement is afforded by the slip-roads, but a torrent of traffic coming down Nicholson Road from the city is entering the roundabout. The traffic waiting on the Yale Road and Garden Street entries cannot enter the roundabout because of that torrent of traffic. The only way for traffic on those streets to enter the roundabout is to wait and wait until eventually a car comes round to shield them from that torrent of traffic coming down Nicholson Road; vehicles can enter, but drivers have to bolt and a nervous driver will miss that opportunity. I have not seen the latest accident statistics, but I have no doubt that they will be worrying figures. I have seen people's frustration and disappointment at the failure of this government to make sure the job is

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properly done when it undertakes work. It really frustrates me when the government does half a job and then wants to claw back the money. It is amazingly disappointing.

The member for Southern River commented on this in the lead-up to the 2013 election when he was critical of WA Labor's Metronet plan because he felt that it would perhaps take money from other projects, including traffic metering. The member was worried that if we had Metronet, there would not be enough money to pay for the traffic metering at the roundabout I am talking about. As it turns out, we do not have metering or Metronet, so we have the worst of all worlds, and that is a betrayal of the people of my electorate and those in the Southern River electorate. It is a terrible situation.

I note as well that there was, I think, some undue pressure put on the City of Gosnells to hand back that money. Members will understand that a local government does not normally like handing back \$486 000 that has been allocated to it to perform an important task such as installing traffic metering, but pressure was applied and the council yielded, even though the statistics are clear that traffic on Yale Road has increased and more people are trying to enter the roundabout but cannot because it does not have traffic metering. This is just one example of the shambolic process that I am sure is replicated throughout the metropolitan area in transport planning on our roads. Transport planning is about not only building more roads and adding more lanes, but also doing things smarter and not half-doing jobs. It is about making sure that the traffic on our existing road area network is able to flow and that it keeps flowing.

On that point I would like to raise the issue of traffic lights and the way that Perth traffic lights seem not to be synchronised. I have heard the minister say something about this, but I am unclear whether he has seen the technology that is available. I was aware in the early 1990s of technology in Europe that ensured that on a stretch of road, as long as traffic was travelling at the correct speed, a whole succession of traffic lights would be steadily turning to green. We need that sort of technology to make sure that the traffic keeps flowing. My friend and colleague, the member for Cannington, referred to the situation on Manning Road. Indeed, traffic usage on that road has increased dramatically, because, as the member for Cannington indicated, it is an alternative route to using Riverside Drive. With this great increase in traffic on Manning Road, it is more important than ever to keep traffic flowing along Manning Road, yet a single car can arrive at certain traffic lights and lights will turn red for the main flow of traffic on Manning Road. That sort of unintelligent traffic-light approach is causing further disruption on our roads. The system is stretched, so we need to make sure that the flow of traffic is not disrupted by traffic-light systems that are not working to the optimum. We really need traffic lights that are properly synced and coordinated together through the use of sensor devices and also a linkage between roads that are main thoroughfares, and in that way we can have good traffic flow.

I was amazed to hear the Minister for Transport say that the government had decreased the amount of congestion on our roads. That is simply not the lived experience of people in my electorate. I would be amazed if it is the experience of people who live in the minister's electorate. I will quote a local resident who came into the office this morning. Nicola Shortland from Alistair Street in Huntingdale was looking at some of the material in my office, including a petition on the Thornlie train line. When she saw that at the moment, according to the draft transport plan, the extension of the Thornlie line will not occur until 2031, her comment was, "2031! It's crazy. We've got to give people the opportunity to get out of their cars and onto public transport." That is absolutely essential. I heard in question time today the Minister for Transport quoting some statistics regarding people's views of the public transport system. I noticed, though, that he did not highlight the report of people's dissatisfaction with the bus service, which has increased, especially with buses running late. I think that was reported in *The West Australian* today. The minister did not want to touch that issue, but people are dissatisfied with and greatly concerned about being squashed into trains and not feeling safe on them. Those are some of the challenges that we must work on. We can fix those problems and reduce the number of people who use private vehicles and add to the congestion on our roads.

When I have to drive to Parliament, I try different ways in. In the past I have heard comments from the member for Forrestfield about how the Northbridge Tunnel always flows well for him. That is interesting because I have been testing this out. Reports on radio stations such as 720 and 6PR say that the traffic in the tunnel is flowing although its speed is reduced to 60 kilometres an hour. They say the Northbridge Tunnel traffic, east and west, is flowing, and generally, that is the case. Whether the Northbridge Tunnel traffic is flowing is not really the issue. The problem—I am sure the member for Forrestfield has experienced this—is the roads that funnel into that tunnel. The congestion is terrible on Orrong Road. I cannot believe for a moment that the member for Forrestfield has seen a decrease in congestion on Orrong Road, yet that is the very road he would have to take if he came from my area of Thornlie—I am not sure exactly where he lives—to drive through to the tunnel. The level of congestion along Orrong Road is horrendous; it is hopeless. People are very stoic about it and they find that the traffic flows through the tunnel, but what about at the other end of the tunnel? We have to then get onto Thomas Street or find another option, although I am not sure what that would be. The situation on Thomas Street

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is also horrendous. I am sure other members have experienced that on a daily basis. No-one who drives along Orrong Road in the eastern suburbs or on Thomas Street in the western suburbs would say that they have seen a decrease in the amount of congestion. The real lived experience is very clear; congestion is much worse. There has not been this improvement that the Minister for Transport has spoken about at all, and to suggest otherwise would be simply delusional.

I hope that the Minister for Transport will at least be able to acknowledge that he has inherited a disastrous situation. I know that in some quarters the former member for Vasse was sometimes heralded as a competent minister. If we look at his mishandling of the transport portfolio and the lived experience of people today, we see that the evidence is clear; the situation on our roads is a disaster. It has been mishandled in the extreme and that is why so many people are finding that their quality of life has diminished. They are spending less time at home and at their workplace and more time commuting. The amount of useful time that people are losing is ridiculous. This is, of course, confirmed by studies such as the “RAC BusinessWise—CCI Congestion Survey 2013”, which looked at the attitude of businesses to traffic congestion. The report found that 83 per cent of small to medium-sized businesses believe traffic congestion is having a negative impact on their operations. Traffic congestion is having a serious impact on not only people’s quality of life as individuals, but also the business community and its profitability and operations. The Minister for Transport would have good allies in the business community who I am sure would support him in whatever endeavours he may wish to undertake to improve the quality of our public transport network so that we can reduce the amount of congestion on our roads to help people circulate and move around the city with greater ease.

[Member’s time extended.]

Mr M.H. Taylor: Should we go into debt to do it?

Mr C.J. TALLENTIRE: The clear situation is that we had a plan with Metronet that was fully funded and worked out. It was not like the government’s fully funded and fully costed promises that never materialised, such as the Metro Area Express light rail or the railway line to Ellenbrook. The government has made promises but it has failed to deliver. That is a betrayal of not only the government’s own views and its commitments, but also the voters whom it claims to represent.

The situation in Perth has only worsened. We have inherited this difficult and challenging situation. I think of the reports by *The West Australian* journalist Kent Acott into the Vancouver traffic situation. He wrote a very interesting series of reports. Some of Vancouver’s advantages in its traffic situation come from the fact that planning decisions were more carefully and better made; Vancouver has a stronger commitment to things such as cycling and cyclepaths. I have not seen much evidence of it yet, but I understand that the minister believes in cycling as a useful means of reducing the number of motor vehicles on the roads. When we look at the road space occupied by 100 motor vehicles compared with the road space occupied by the drivers of those 100 motor vehicles on bikes, we see a dramatic difference. The area occupied by 100 bikes is tiny compared with the road space occupied by 100 motor vehicles. Every dollar that can be spent on encouraging people to switch to riding a bike rather than driving a car is a dollar well spent for better transport. I am sure the minister and his senior bureaucrats understand that. Why then are we seeing timid expenditure of money on the bicycle transport network?

The northern freeway bike path is just hopeless. I am lucky that when I commute to work, I use the freeway south bike path, and that is a pretty good service. The resurfacing of the bike path near the Narrows Bridge caused a long disruption. It was out of action for four months, so cyclists had to cross the freeway into South Perth and deal with all the traffic going into South Perth. Cyclists had to cop the opprobrium of people such as 720 ABC Perth breakfast host Eoin Cameron, who described the number of bikes in the area as resembling a swarm of mozzies, and he went on to say that he was thinking of installing a bull bar on his car. That sort of language is totally unacceptable, but I did not hear anyone from the government criticise it. There was silence from the other side. That murderously violent language from someone who hosts a very well-listened-to breakfast program is totally unacceptable. I note that he made an apology the Monday after the Friday of his comment, but he missed a perfect opportunity because he made his apology straight after the traffic report. The traffic report said that there was congestion on freeway north and freeway south and that it was all blocked and traffic was going slowly. Next Eoin Cameron said that he apologised to those people whom he offended because of what he said about cyclists and bull bars, but he did not get it: the cyclist is one of the solutions to the problem of traffic jams on our roads. The minister has some work to do there. Investment in public transport should be the major part of his transport budget.

Investment in good cycleways is also an important issue. But changing community attitudes is an issue that the minister has to come out and speak on as well. It is not good enough for the Minister for Transport to have remained silent when Eoin Cameron made that murderous comment about putting a bull bar on his vehicle. Okay; perhaps that was said in jest. Eoin Cameron’s first comment about cyclists being like mozzies probably

was a joke. But for him to take it that step further was a serious mistake on his part, and it is one that the minister should have condemned. The fact is that cyclists have an incredibly important part to play in reducing congestion on our roads.

I do not see how the minister's claims about fixing congestion on Western Australia's roads fit in. When we look at examples around the world, we can find ways forward for us. There are ways of encouraging people to gain the fitness and health benefits, and the community benefits, that come from walking to work; there are the community-building benefits that come from catching a feeder bus service to the local bus station and interacting with the people in our local area; there are the carpooling ideas; and there are the benefits that come from an improved public transport network that builds on transit-oriented development concepts and on ensuring that good shopping outlets are located close to transport nodes. All those things can work for us in the future so that we will have a better community and not one that is suffering the burden of hours spent stuck in metal boxes in traffic jams. There can be nothing more isolating. I know about that. I am stuck in those traffic jams from time to time. It was interesting to hear the member for Cannington talk about his experience going along Albany Highway and Manning Road. I often travel along those roads, and it is probably sometimes the case that he is two cars in front of me. It is a ridiculous situation. But the logistics of modern-day life mean that it probably would not be feasible for us to necessarily carpool every time we come to Parliament. However, there are things that can be improved. That includes improving traffic light systems so that there is a true synchronisation and people do not have to stop at every set of lights. We often hear people say, "I'm sorry, but I'm running late; I got caught in traffic and got a red light at every set of lights." It is just crazy when that sort of thing is holding people up. That is not a good way for our community to be treated at all.

In coming to a conclusion, I want to highlight the need for greater transport investment in the Gosnells electorate. I also want to highlight the important issue of ensuring that roundabouts function properly and have metering systems where necessary. There is a budget of \$486 000 for those metering systems. I would be surprised if that cost did not come down. We have seen with the 40-kilometre-an-hour electronic school zone flashing signs that, over time, with the mass production that goes on, no doubt in China, the cost of production comes down. I think it could well be the same for the metering systems on various roundabouts around town. So I look forward to eventually having the Nicholson Road–Yale Road–Garden Street roundabout fully installed with a metering system, as was the original Main Roads commitment, and as was the commitment of the member for Southern River. If part of this roundabout was not within his electorate, this would be yet another Liberal broken promise. The member for Southern River has talked about his fear that Metronet would somehow suck away the money to pay for these traffic metering devices. I have the quote from the member for Southern River, when he said that he would hate to see the queue sensors and traffic lights part of the project scrapped to help pay for Labor's Metronet idea. Unfortunately, we do not have Metronet. But nor do we have the electronic sensors and the traffic lights that were promised to us for the Nicholson Road–Yale Road–Garden Street roundabout.

The Minister for Transport has much work to do. I look forward to him delivering his transport plan. I note from the letter that the minister's acting chief of staff sent to me in April that the final plan will be released this year. This year is running out fast. We desperately need that transport plan. It is a document that will enable people to judge how well the Liberals and the Nationals have come to understand what our transport needs are. If the government is still kidding itself that it is somehow miraculously reducing congestion, when in fact the lived experience is very different, that will be apparent when this transport plan emerges. The reality is that we have a serious problem. The only way to solve that problem is for the government to develop a decent plan and to stick to its commitments. I look forward to the minister presenting that transport plan by the end of this year.

MR J.R. QUIGLEY (Butler) [6.16 pm]: I want to put to the sword this ridiculous notion of the Minister for Transport that he has solved the traffic congestion problems in Perth. This year, I had the immeasurable pleasure of travelling to Japan with the Speaker on a Speaker's trip. We were in Tokyo at the same time as the President of the United States had travelled to Tokyo. What struck me about moving around Tokyo with the Speaker and other members in our minivan was that it is easier to move around central Tokyo than it is around the CBD of Perth.

Mr D.A. Templeman interjected.

Mr J.R. QUIGLEY: The member for Mandurah agrees. He was on that trip as well, as was the member for Swan Hills. What struck me is how easy it is to move around Tokyo, and how difficult it is to go from Parliament House, down St Georges Terrace and do a lap of the CBD. My host in Tokyo pointed out that post–World War II, when Tokyo was rebuilt, they built a magnificent subway system comprising—this blew me away—1 500 subway stations. I asked him how he could find his way around, and he said, "I don't. I know where I've got to go to, and there are different coloured trains, but who could know 1 500 subway stations?" I was told that in the CBD of Tokyo, there are 10 million people, and in greater Tokyo, there are 25 million

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people. We were able to move around Tokyo, when a security exercise was in place for the President of the United States, with greater ease than we can around the CBD of Perth.

During that visit to Tokyo, I had to go to the Cerulean Tower Tokyu Hotel in the Shibuya district to meet with Mr Gin Wah Ang, who is a joint venturer with Tokyu Corporation in the development of Yanchep Sun City. I was told that Shibuya is on the other side of the city, and I should allow myself 20 minutes by taxi. I thought: how can I get there in 20 minutes by taxi? But I got there in 20 minutes by taxi to have that meeting; it was just a dream. The Cerulean hotel is in a big shopping precinct that is located at the famous five-way intersection at Shibuya Station. Tens of thousands of people pour out from that underground station every day. That is the lesson of public transport—if we have a really good public transport system, minister, we will solve the congestion problems.

I was blown away during question time today to listen to the response of the Premier about the camp that Chevron wants to locate outside of Onslow and what an impost it would be for workers at the end of their working day to have to get in a bus and travel 45 minutes into Onslow. The people at Shorehaven and Yanchep would be doing handstands if they were told that they had to travel only 45 minutes to work in Perth, because they cannot travel from Shorehaven, Alkimos and Yanchep down to Perth in 45 minutes at the start and end of their working day. The people working on the Chevron Wheatstone project in Onslow, we are told by the Premier, should not have the impost of having to travel 45 minutes back to Onslow, so the government will relieve Chevron of the obligation of housing its people at Onslow and put them in the camp that Chevron wants. However, the people of my electorate have a bigger commute because of the congestion.

I am not putting the minister down, but he was not a member of this Parliament in 2008; he was doing other useful things with his life. He was not around in 2008 when the whole Butler railway extension shemozzle was first fumbled by the Liberal government. I remind members that the Labor government built the railway line to Mandurah within four years of the time of commencement and paid for it. When we were talking about debt earlier today, and I gibed in by way of interjection about the level of debt, the Treasurer spat back that some of that debt was to pay for the Butler line. That is true, because the government had spent all the money elsewhere, on Elizabeth Quay and the like. Let us go back to the Butler line for a moment. Although the Labor government built the line to Mandurah, it also built the extension to the Clarkson station. In 2008, plans were afoot and underway for the Butler extension. Work had started at the Nowergup marshalling yards to allow for the Butler extension. What was the first move that Mr Barnett made on his assumption of office? He announced the cancellation of the Butler line and stated that the government would be doing a rail transport review of the requirements for the next 20 years in Perth.

The community in my electorate was of course upset about the cancellation of the Butler line, and there was a big protest in my electorate about the cancellation. However, the government does not care about community protests. What changed the government's mind, before the current minister was even elected to this Parliament, was Mr Nigel Satterley, God bless his heart. I can remember Mr Satterley ringing me after the cancellation of the line. I should not say this, but I have known Mr Satterley since we first got a job together in 1965. His career trajectory was a bit different from mine, although we both found fulfilment in our own areas. I have known Mr Satterley for nearly 50 years. He telephoned me and said that it was a dumb, dumb decision by the Liberal government to cancel the Butler line. He said that what the new Treasurer and the new Premier did not realise—he told me to tell them this, because he was about to tell it to them himself—was that it was economic nonsense, because LandCorp owned all the land up to Yanchep. Mr Satterley was in a joint venture with LandCorp to subdivide that land. How did the government expect to sell the land unless there was public transport to Butler? It would not be able to sell the land. That was before Butler was built. Clarkson, Merriwa and Ridgewood had been built, but Butler was just in the process of subdivision. I know that Mr Satterley got on to the then Treasurer and said that he was denying his government income by not putting the railway through, because it would not be possible to maximise the sales of the Butler land. That is what turned it around—not any idea of helping the people of Butler with public transport. It was economic.

The government was able to bring the project in under budget because it cancelled the original Butler station. The minister has had a go at me, saying that the Labor government built the Mandurah line but did not build all the stations, and the government was now going to have to build them. The government cancelled the Butler station at the top of Lukin Drive, because it had already sold that land—blow those poor sods who had bought this land on the basis that there was going to be a railway station there—and renamed the Brighton station Butler. No-one would know the difference, because no-one goes up north, and Brighton and Butler both start with B, and they are a long way away, and that is that. Government talks about how it brought in the project \$20 million under budget, but that is because it did not build the station. It sold this land to the people around Lukin Drive as what was called a transit-oriented development. The blocks had five-metre frontages; that is, a four-metre lounge room width and a front door, and that is it. They were stacked like semidetached houses in Lake Street, but 40 kilometres from Perth. These people bought these little cottage blocks on the basis that they

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would be able to walk to the station. But this government betrayed them by firstly cancelling the line, and then, when Mr Satterley asked how the government was going to sell the LandCorp land without the railway, it decided that it had better put the \$200 million train track through to maximise the sales. However, it got rid of the station planned for where people had already bought and put the station at the end of the line where land was still being sold. The minister was up there on Sunday opening the station.

Mr R.H. Cook: So you have a transit-oriented development, with a train line going straight through it, but no actual station?

Mr J.R. QUIGLEY: There is no station, and all these five-metre frontages.

The minister is looking quizzical, because all this happened before he was elected. I know he is not paying attention, and it is the lack of attention that has led to the traffic congestion. That is the whole problem. It is only because Mr Satterley prevailed upon the government to do the Butler extension, because the LandCorp land could not be sold without that, that we even got the government to swing around and build it after deciding to cancel the line.

The government then had an independent review into train transport needs, and what did that come up with? It came up with two categories of priority: those that needed doing within the first 10 years, and those that needed doing thereafter. What was the number one priority in terms of—if I may use a colloquial term—bang for bucks? The biggest bang for bucks on offer was the \$400 million extension from Butler to Yanchep. The reason for this was twofold. Firstly, all the land between Butler and Yanchep, once again, is owned by LandCorp, and it is being developed in concert with different developers such as Lend Lease, Peet and Co and Satterley. The cost is only \$400 million, and when I say “only \$400 million”, that is how much the cost of the airport line has escalated since its first announcement, so we are not talking about stuff that is going to break the bank. If built, that line would return the government a massive amount of income, because it can get more for the land where the railway is. Secondly, the Yanchep development is being undertaken by the Yanchep Beach Joint Venture. I hope that the minister has just a moment to listen to this. The Yanchep Beach Joint Venture comprises Tokyu Corporation and the family of Mr Gin Wah Ang, who are in partnership. Along with Liberal members and the Speaker, we went to Tokyu Corporation and saw its plans for Yanchep. The thoroughly independent rail transport review put the Yanchep extension at the top of the pile because of the economic benefit to the government. It is the only area where there is proposed to be a huge economic development in the metropolitan area that does not already exist.

It is forecast that Yanchep City will be a bigger commercial centre than Joondalup; it will provide more employment than Joondalup. If that can be brought to fruition, rather than all these people in their cars jamming the freeway and pouring down to Perth for employment, the flow of people going to Perth for employment will reverse. I have previously mentioned Tokyo. I was in the presentation room of Tokyu Corporation with three Liberal members. Let me tell members that Tokyu Corporation is one of the 11 railway companies that built the Tokyo underground rail line. It has its own private part of the subway. Tokyu explained that the 50-storey building we were meeting in was on swamp land on the edge of Tokyo just after the war, but Tokyu Corporation built the rail first and that attracted economic activity. Tokyu Corporation, which has the Tokyu University in Tokyo, has already committed to building a university in Yanchep.

Several members interjected.

The ACTING SPEAKER: Members!

Mr J.R. QUIGLEY: He is not interested. Madam Acting Speaker, we know the Minister for Transport is more concerned about gossiping with other backbenchers on that side of the chamber than showing a shred of interest in the transport problems we are facing in Butler.

Tokyu Corporation is committed —

Mr D.C. Nalder interjected.

Mr J.R. QUIGLEY: It does not matter where he is sitting; he is not listening. At least the Premier has come into the chamber and can confirm that after the 2008 election, having cancelled the Butler rail line, a review was done of the benefits that would come to the state from building the Butler line. I was saying, Premier, as Mr Satterley pointed out to him, the former Treasurer and me, by putting in that rail line the government will maximise the return from LandCorp's land. There is LandCorp land all the way to Yanchep. A rail line past Butler will maximise the return and pay for the rail. Not only that, the Tokyu Corporation has already committed to building a university, a medical centre and a major retail centre and a big employment hub in Yanchep. It has already paid for fibre-optic cable to Yanchep in anticipation of all this because, in its report of 2011—this was not an election promise—the government said that the biggest bang for bucks we can get out of all the projects it looked at was

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the 11-kilometre extension into Yanchep. As I have harped on about, that is because of the economic return from the increased price of all the land LandCorp is selling and the employment that will be created in Yanchep.

Without that line extension, there is a single carriageway for the last 11 kilometres north of Butler to Yanchep. It has become a really dangerous road. There are booming suburbs out there, with Alkimos, Trinity, Eden Beach—places most members will not have heard of—Jindowie and Yanchep itself. Traffic jams are created from seven o'clock in the morning, with people from all these suburbs feeding into one lane. What is the government's response? It says it will build the freeway to Hester Avenue, which is about 15 kilometres from Yanchep. The extension of the freeway to Hester Avenue will deliver relief to the people in the electorate of Ocean Reef. I have lived in the northern suburbs all my adult life. When the freeway gets to its terminus, those suburbs will suffer because everyone coming off the freeway will have to filter through all these vehicles. When the freeway gets to Hester Avenue, everywhere south of Hester Avenue will get relief. But there will be no improvement at all to travel time to Perth. South of Hester Avenue, Wanneroo Road is a single carriageway, yet Indian Ocean Drive was opened all the way to Geraldton and now all the traffic coming down the coast road goes onto Wanneroo Road. People trying to get to Perth are looking for an alternative to the overcrowded freeway.

[Member's time extended.]

Mr J.R. QUIGLEY: There is nothing in the government's forward plan about dualling Wanneroo Road south of Hester Avenue—nothing. What a dangerous road it is. Two single carriageways—Marmion Avenue and Wanneroo Road—service most of my electorate heading south. As I said at the start, the Premier was bemoaning that if Chevron had to house its workforce in Onslow, the workers would have a 45-minute commute. During peak traffic time, it takes over an hour for people to drive from Yanchep. It is inhumane. The only way out of this is to bite the bullet and build that last little 11 kilometres of rail track into Yanchep, and that will deliver a huge economic benefit to the whole state of Western Australia. Most of that \$400 million it would cost to deliver the track to Yanchep would be recouped from increased prices, with the sale of LandCorp's land; LandCorp is a government agency. LandCorp will do better, as it is doing better now in Butler, as predicted by Mr Satterley, and as has come to fruition. That would be on top of all the employment that will be created in Yanchep. It will also switch the traffic flow because rather than every single resident having to travel south for employment, there will be an employment magnet to the north. There is no other way out of this. To say that this will be put off until after both the —

I am speaking for *Hansard*; I am not speaking to the government. Its members are not interested; they are nattering amongst themselves. The people of Butler are vitally interested in what I have to say. They will all get the transcript and they will all know that during this important speech, members opposite—you tried to get them to pay attention, Madam Acting Speaker, and you could not get them to pay attention in a fit—are not interested in the problems of transport in Butler.

The ACTING SPEAKER (Ms J.M. Freeman): Member for Butler, do not bring me into the debate, but keep going.

Mr J.R. QUIGLEY: I am sorry; I will not.

Mr D.C. Nalder: I saw you enjoy the opening of Butler train station the other day.

Mr J.R. QUIGLEY: Everyone in Butler enjoyed the opening of the train station in Butler. That is done.

Mr C.J. Barnett interjected.

Mr D.C. Nalder: Now we are doing Hester Avenue.

The ACTING SPEAKER: Members!

Mr J.R. QUIGLEY: Now we need the line to Yanchep. The Premier said that there would be an independent assessment of what is needed, and the government's own independent assessment said priority one was the rail line to Yanchep because of the economic benefit it would bring in both land sales and employment. The business case run by the Public Transport Authority, disclosed to me by the Yanchep Beach Joint Venture, demonstrated clearly that the biggest economic benefit dollar-for-dollar we can get around the metropolitan area is the completion of that last 11 kilometres because of the increased price of all the LandCorp land between the Butler station and Yanchep and the Tokyu Corporation development. Tokyu Corporation is huge; it owns a whole railway network under Tokyo. It knows what it is doing in rail and land development, and it is there for the long term. Tokyu bought the land from the original owner, Bond, decades ago. It is in Yanchep for the long term. It is a tragedy for the northern suburbs that the government is saying, "First we'll build the airport line and then we'll build Metro Area Express light rail and then we will look at Yanchep." As I said, if the extension from Butler is double the length of the Clarkson–Butler line, and if that cost \$200 million, the extension from Butler would cost

roughly \$400 million. There would be no need to retrofit through suburbs or to build bridges over major roads. If the line is built now and people want to subdivide the land further up the track and put through Romeo and Pipidinnny Roads, obviously, they would have to contribute to the bridge across the railway line because they will make money out of it. Now is the time to put the line through to Yanchep and for the government to realise the economic case, which is that it will recoup a lot of the \$400 million through increased land sales and increased employment in the northern corridor. There is no employment in the northern corridor other than in retail.

In response to the Premier's interjection, everyone was happy at the opening of the Butler railway station. I am not attacking the Premier or the Minister for Transport; I am trying to make a persuasive case. It was gracious of the Premier earlier this year, in response to a question not from me but another member, to say that only one member in the Assembly had come to him persuasively with a reasonable argument for transport, and that was the member for Butler.

Several members interjected.

Mr J.R. QUIGLEY: Madam Acting Speaker, can you tell the goons in the back row to put a sock in it, please. The member for Wanneroo has no interest in this at all. Since the line to Yanchep was cancelled, although he once lived up there, he has not said boo.

Several members interjected.

Mr J.R. QUIGLEY: I am not taking interjections from those members.

The ACTING SPEAKER (Ms J.M. Freeman): Member for Wanneroo, you are on two calls, so you should be quiet.

Mr J.R. QUIGLEY: It was the Premier who graciously said, I thought, in answer to a question, that the only person who came to him persuasively and reasonably over rail was the member for Butler. He said, "Fair enough, we had cancelled the Butler line, but the member for Butler brought to me an economic case and persuaded me."

Several members interjected.

The ACTING SPEAKER: Member for Carine, I have given you and the member for Wanneroo ample notice via my looks towards you that I shall call you both.

Mr J.R. QUIGLEY: As I said, it was the Premier who said graciously that the member for Butler had come to him with a persuasive case for that seven kilometres to be built. I remember I went to him and former Treasurer Mr Buswell in the members' bar with an economic argument, and said, "Look, as Nigel Satterley will tell you, LandCorp owns all that land, you'll get your money back by doing the seven-kilometre extension, by being able to sell more land at a better price." I said to Mr Premier and the Minister for Transport—I repeat that same argument again now—that completing the 11 kilometres to Yanchep now will deliver a big economic benefit to the state. It will really increase the dividend of LandCorp and pool that money back into Treasury's coffers. It will provide, for the first time, an economic centre in the north, other than retail, to employ people in that area.

Another problem is that some of that land to the north is 50 kilometres from Perth and, as the member for Ocean Reef can confirm, there is little social life for the young people out there. In suburbs such as Alkimos and Shorehaven, there are no theatres or sporting facilities for young people to go to and they need public transport to get out of there because they can become trapped in the suburbs on the weekend. Some of them ride unlicensed motorcycles through the sandhills and engage in and fill in their time, regrettably, with other antisocial behaviour. The benefit of extending the last 11 kilometres of rail to Yanchep will result in a bigger economic return to Western Australia through a bigger dividend to LandCorp, which will be the biggest beneficiary because it owns all of the land up to Yanchep. It will bring all that money back into the state coffers, so the \$400 million will be partially recouped. As I said, there is a massive congestion problem up there, with only two single-lane roads out of those suburbs—the single lane down Wanneroo Road or the single lane down Marmion Avenue. The congestion on them is unbelievable and results in a commute way beyond the 45 minutes that the Premier said yesterday was an unbearable burden for Chevron workers in Onslow. There is also the social aspect. We need public transport up there so that young people can get further down to the south, where there are movie theatres and different activities to engage them, and to the new football stadium and the metropolitan area. On the weekend, there is hardly any public transport for young people in Shorehaven and Jindalee. Extending the line to Yanchep now is absolutely crucial. When one thinks that that area of Perth is the fastest growing area of Perth, it speaks for itself.

Over \$2 billion will be spent building seven kilometres of track out to the airport, which is already very well serviced by the most incredible road network around the airport. I am not saying that we should stop the airport line, but the government has bumped to the bottom the rail project to Yanchep, which, in the independent review's report, is considered to be the most economic and beneficial rail project in the metropolitan area. That

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was done without any consultation with anyone and the government has taken the airport project and put that at the top with the Metro Area Express rail behind it and said that Yanchep can wait until 2030 when all these other projects have finished. What are we in the north going to do? There will be long-distance swimming races to try to find another way to get down to Perth because it will be faster than travelling on the freeway! It does not matter whether that is extended to Hester Avenue, which it will be—we will all be there to cheer when it gets there—and it will not shorten the travelling time because even more cars will be on the freeway by the time that gets through.

MR R.H. COOK (Kwinana — Deputy Leader of the Opposition) [6.47 pm]: From the far north of Butler, I am now going to talk about the deep south.

Mr P. Papalia: I have already done that.

Mr R.H. COOK: I think the member for Warnbro's electorate is even deeper!

This is an important debate. The Minister for Transport dedicated one of his extraordinary dorothea dixers to the subject of congestion, which is an important issue, particularly for those members of Parliament who represent communities in the outer suburbs. Most people who live in outer suburbs are young people who chase lower value real estate and are often working people who cannot afford to live in the inner suburbs, particularly the western suburbs. Many people go to the outer suburbs because that is the most affordable place they can live. Of course, the problem with that, though, is that working people are spending more of their income and time on commuting. Although there has been a humorous element to the debate, especially in the contribution from the member for Butler, this is a serious issue. We are here to condemn the Minister for Transport for his false claims that he has fixed congestion in Western Australia. I reviewed the claims of the minister in his response to a question from the member for Wanneroo last week. Amongst those claims, he said —

Travelling time from Baldivis —

Which is in my electorate —

to Perth via Kwinana Freeway and Mounts Bay Road has reduced from 69 minutes in 2009 to 61 minutes in 2013–14. Travel time from Orelia —

Also in my electorate —

to Perth has dropped from 61 minutes to 53 minutes.

I think this left most people in the chamber with their mouths drooping and their jaws dropping in absolute incredulity. Those comments were only to be topped off by the claims from the Minister for Transport that —

Congestion is being removed from this city. I congratulate this government. We are doing a fantastic job.

This is in stark contrast to the previous Ministers for Transport who told us that we all have to get used to congestion—that it is part of a city growing up.

I am probably one of the few members of Parliament who, when the clock has struck another 10 minutes, will leave this building and catch a train home to my electorate, because, quite frankly, it is just too hard and inefficient to drive there, as sitting in a car on the Kwinana Freeway takes me significantly longer. I did a bit of an audit. The year before last, across the period of a week, I took a couple of measurements. I found that if I caught the train to Parliament, it would take me roughly 45 minutes, and if I rode my bike to Parliament, it would take basically an hour and 15 minutes, but to drive that week took an hour and 10 minutes—only five minutes faster than it took me to ride my bike from Wellard in Kwinana to Parliament House.

Mr J.H.D. Day: That is why we have public transport, isn't it?

Mr R.H. COOK: Precisely, Minister for Planning, but how can it be said with any level of credibility that commuting times have reduced on the Kwinana Freeway? I put this to the test. I asked a few people in Kwinana, via Facebook, what their attitudes were to the claim from the Minister for Transport that he had fixed congestion. I just want to review some responses to that. One person said —

Seriously!!! It use to take 40 minutes to drive into the City now can take 90 minutes I ask Colin Barnett to leave Baldivis at 8 am and see how long it takes him. They need to try it for themselves.

Another person says —

Ppl are having to leave earlier amd earlier peak hr used to start about 645 now it starts about 530 am. Morons!! I agree make them try the commute themselves!

This is the point. I am sure at some point in time the minister managed to find some public servants to go out and drive in the dead of night from Orelia to the city to test these new times, but the fact of the matter is that the peak

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hour is now significantly expanded. As the members for Cockburn and Warnbro know, if someone gets on the Kwinana Freeway even as early as 6.00 am or 6.30 am, they will hit traffic well before Beeliar Road—sometimes around about Russell–Gibbs Roads—and by Rowley Road they will be going bumper to bumper. This is a significant distance away from the city; this is still between 30 and 35 kilometres away. Getting back to residents from my electorate, another resident observes —

Its not just trying to get to perth. I work in cannington and start work at 9am I have to leave my house at 745 to drop my son off at daycare and then get the freeway by 810 to make it to work at 905!!

I finish work at 4pm and I dont get to my sons daycare until after 5. So takes an hour to get from baldivis to cannington.... I don't see how that is an improved system???

Another one says —

I often have to drive from baldivis to Perth daily ... and the congestion is getting worse, especially approaching Cockburn and not only during peak periods.

Someone else observes —

Traffic is a joke. Less family time in the morning and evenings as you need to leave an extra hour to get to and back from work!!!!

This is the point I make: working people in Perth now have to commute longer and longer to get to work in the city. They are committing much larger portions of their day simply to try to get to their place of employment. It might be okay for the minister to claim from his inner-city suburb electorate that commuting times are getting much better, but he does not have to do these runs. He does not have to take on the Kwinana Freeway moving north. He does not have to hit the commuter congestion that occurs at around Rowley Road and then sit bumper to bumper until the Roe Highway entrance. Another chap makes the observation —

During school holidays it's awesome! Normal day takes an hour and a half from Baldivis to Belmont, 12 months ago it was an hour tops.

Another person observes —

I have to live where I can afford which means my 35km commute to work takes anywhere from one hour 10 to an hour and a half depending on congestion. This morning was an hour and a half. That's 3 hours out of my day, away from my family, and public transport is no better. If Colin thinks he has fixed our roads tell him "he's dreaming".

Another member of my electorate simply observes —

Kwinana Freeway is the biggest joke ever!!

The fact of the matter is that although the minister might find some trickery of statistics to be able to record a commute that seems to me to be faster than lightning, the lived experience of people in these outer suburbs and in the outer electorates of Perth, Western Australia, is that they are dedicating much longer parts of the day to commuting. I am just observing the Whip at the moment, just in case he is about to duck off, because I was going to see how he was getting home tonight.

A member interjected.

Mr R.H. COOK: I might have to take the member for Mandurah up on that!

The ACTING SPEAKER: Members! Member for Mandurah, you are not in your seat.

Mr R.H. COOK: Another of my constituents says —

I drive from Leda to west leederville 4 times a week I have tried staggering my start times and finishing times so I can try and make it a 1 hour trip but it never seems to pan out. Perfect on a Saturday morning at 7 am though but Friday arvos are the worst so I now choose not to work on Friday. I basically add 8 to 10 hours on to my work week for travel. I've been at the same work place and address for 20 years so evening when the freeway had lights it was quicker.

The comments go on. The fact of the matter is that the minister's claims that congestion times have improved fly in the face of people's lived experience. The member for Cockburn, who will not get an opportunity to speak tonight, just related to me that he was previously able to get from his electorate to Perth in somewhere between 45 minutes to an hour.

Mr F.M. Logan: It was a lot less than that; I could do it in 20 minutes.

Mr R.H. COOK: He said it was a lot less than that; it was about 20 minutes from his electorate office to the city. Now it would take him at least 45 minutes. That is the point of our concerns about this matter.

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Mr J.H.D. Day: It's called a growing city.

Mr R.H. COOK: It is called a growing city and the Minister for Planning has a responsibility to make sure that we continue to have public transport that meets the needs of people in the outer suburbs, not that horror story that the member for Butler has just recounted. I went to Yanchep to look at some of the communities up there that Tokyu is developing, and it is a long way out. We have to get away from the situation of the city continuing to grow north and south and we have to provide people in our community with liveable places. I am very fortunate to live in a transit-oriented development. I can be sitting in Kwinana on a Friday and be inside a wine bar in Northbridge, which I am wont to do on a Friday evening, inside 30 minutes. That is the proper planning for a city and that is the sort of stuff we should be looking at with public transport. Although we need to have public transport, we also need to continue to service the needs of people in the outer suburbs and make sure that we have roads that can continue to deliver a quality of life to those people for whom public transport is not an option. It is entirely necessary that we continue to develop transport. To claim, as the minister does, that congestion times are reducing is just a joke. For the minister to pat himself on the back in this place last week and say how the government is doing such a good job is an insult to the people in my electorate and many others who live in the outer suburbs.

Debate adjourned, pursuant to standing orders.

House adjourned at 7.00 pm
