

**RAILWAY (BUTLER TO BRIGHTON) BILL 2009**

*Receipt and First Reading*

Bill received from the Assembly; and, on motion by **Hon Simon O'Brien (Minister for Transport)**, read a first time.

*Second Reading*

**HON SIMON O'BRIEN (South Metropolitan — Minister for Transport)** [6.05 pm]: I move —

That the bill be now read a second time.

Before I commence the second reading of this bill, I am required by section 18A of the Transport Co-ordination Act 1966 to table a report by the Director General of Transport on the planned construction of the new railway from Butler to Brighton. I table this report and map.

[See papers 2137 and 2138.]

The purpose of this bill is to implement the legislative authority for the construction of the extension of the Joondalup line from Butler to Brighton. It will supplement the Railway (Northern and Southern Urban Extensions) Act 1999. The northern suburbs transit system, Perth to Joondalup railway, master plan was issued in November 1989. Construction of the Joondalup line commenced in July 1991, and services to Currambine began in March 1993. The extension of the Joondalup line from Currambine to the present terminus at Clarkson was detailed in the northern suburbs railway, Currambine to Butler railway extension, interim master plan of March 2000. Clarkson station opened in October 2004.

The population of the corridor from Clarkson to the north is expected to increase from around 41 000 in 2008 to about 84 000 in 2014, and it is expected to reach 188 000 by 2031. This population growth indicates that there will be the need for one additional station north of Clarkson by 2014. Public transport and town planning objectives will best be served if a major car-bus interchange transit station is built near Butler Boulevard at Brighton, 7.5 kilometres north of the Clarkson station. Empirically derived patronage estimates show that if this station is commissioned in December 2014, in excess of 3 000 people would catch the train each working day at Brighton, in addition to another 2 500 daily boarders at Clarkson.

The proposal to extend the railway from Clarkson to a station at Brighton differs from a finding made in the Public Transport Authority's Butler master plan of August 2008, which recommended terminating the extension to a large Park 'n' Ride station just north of Lukin Drive at Butler. I shall therefore now give an explanation of the difference in findings.

To address the public transport requirements of the then proposed Brighton Estate, an inquiry-by-design workshop, known as the Brighton charrette, was held in 2001. The charrette proposed a rail extension of about 7.5 kilometres from Clarkson to the Brighton town centre by 2003, and construction by around 2006-07. However, there was no follow-up action taken to develop a proper case for government funding support. The charrette assumed a major Park 'n' Ride station at Butler, approximately five kilometres north of Clarkson, and a station a further two and a half kilometres north in the business precinct of the proposed Brighton town centre.

The charrette decided that there would not be any major parking facility at Brighton, as it was considered that this would be an obstacle to intensified land use and transit-orientated development—TOD—immediately around the station. To accommodate parking needs, therefore, the charrette proposed that a station be built between Brighton and Clarkson at Butler.

In 2006, the Department for Planning and Infrastructure conducted a preliminary patronage analysis of the emerging development, with allowance for minimal parking at Brighton. This showed that it would be difficult to make a case to extend the railway from Clarkson beyond Butler.

In 2007, the PTA initiated the preparation of a master plan to extend the railway north of Clarkson, accepting the charrette principle of minimal parking at Brighton and a large Park 'n' Ride facility at Butler. The patronage analysis confirmed the earlier DPI findings. The master plan was completed in August 2008, with recommendations that the railway should be extended only to Butler, and the option to build a station at Brighton should be revisited when planning the next extension, which was assumed to be to Alkimos.

The August 2008 master plan had found against extension of the railway to a station at Brighton, because the transit-oriented development objectives of the Brighton charrette had assumed that a station could be justified purely on unquantified town planning benefits and an unrealistic expectation that the patronage generated by

people walking to the station would be sufficient to make the case. In the latter stages of 2008, following completion of the master plan to Butler, there was a reappraisal of what would be required to make a station at Brighton viable. In summary, reappraisal of what would be required to make a station at Brighton viable identified two major deficiencies for attention. The first was the lack of population density within walking distance of the station, as what was being planned would generate less than 500 daily users of the train service. The second deficiency was a lack of parking. The PTA and the land developer agreed that, to be effective, the density of development within walking distance of the station had to be doubled. The developer agreed to amend the plans to double the density within the walkable catchment area which could provide almost 1 000 daily users of the train but which would take almost a decade to achieve. The issue of parking was addressed and agreement was reached that parking would be provided for approximately 1 000 cars at Brighton.

Consulting firm Syme Marmion was commissioned to examine the business case and three railway extension options—namely, the extension to Butler; the extension to Brighton with a station at Brighton only; and the extension to Brighton with stations at Brighton and Butler. In preparing the business case, Syme Marmion used current best estimates of population projections for the growth area from Clarkson north to Yanchep – Two Rocks to put the rail extension into a longer-term planning context. The population projections showed that the population of the rapidly expanding corridor, including Clarkson, would grow from about 41 000 in 2008 to about 188 000 in 2031 when there would be a need for three new stations in addition to Clarkson.

Based on the planning and practical experience at Clarkson and other parts of the rapid transit network built over the past 18 years, Syme Marmion confirmed that a captive population of around 30 000 people living within the total catchment area of a station was a benchmark in making the case for a new station that would yield about 2 000 daily users of the train. Accepting this, and having shown that the population from Clarkson northwards would have reached about 84 000 by 2014, Syme Marmion concluded that there was justification to build one station north of Clarkson by 2014, provided the facilities included a major Park 'n' Ride area to provide a large percentage of the necessary patronage, especially in earlier years of the station's history.

In making the significant changes to produce a viable case to extend the railway to Brighton and build a station there, not only are the transport – land use fundamentals of the original Brighton charrette overturned, but so too is the viability of the case to build a station at Butler, which will no longer be required immediately, although the land that was purchased by the DPI to build a station there will be retained, enabling a station to be built in the future if the need arises.

The scope of works to extend the railway to Brighton includes the cost of land for the railway reserve; civil works, including earthworks and drainage and structures, including three road-over-rail bridges; the specific railway engineering works including track, overhead traction systems, power supply, signalling and communications; a station at Brighton with initial parking for approximately 1 000 cars with the understanding that the area of car parking may reduce over time to no less than 700 bays; additional stowage roads and associated facilities at the Nowergup and Mandurah depots; the new main communications backbone system between the East Perth control centre and Joondalup; and all other system and integration costs to commission the new railway extension.

Eleven new buses will be purchased to provide the required bus feeder services, and that cost is included in the estimates. In 2007 an order was placed for 15 additional three-car train sets. This included four trains and the required funding for the proposed extension. The first of three three-car sets entered service in June 2009.

The total estimated capital cost of the extension of the Joondalup line to Brighton is \$240.7 million. The time frame for construction, from the commencement of bulk earthworks to the commissioning of passenger services from Brighton station, is 42 months. Construction will have to commence by the end of June 2011 to achieve commencement of services by the end of 2014.

Extending the Joondalup rail line to Brighton is an important and logical step in expanding our integrated public transport system. The extended line will enhance the communities it will serve and it will contribute to the sustainability of the wider metropolitan area. Most importantly, the ability for commuters to use public transport for journeys to and from the Perth central area will make space on the already crowded arterial road and freeway system linking the north-west corridor and the city for commercial business trips and those trips that cannot be served by public transport.

The Railway (Butler to Brighton) Bill 2009 will implement the legislative authority to construct the extension to Brighton and I commend the bill to the house.

Debate adjourned, pursuant to standing orders.