

**PERTH TRANSPORT SERVICES**

*Motion*

**MR R.H. COOK (Kwinana — Deputy Leader of the Opposition)** [4.01 pm]: I move —

That this house condemns the government for its mismanagement of transport services, including the cancellation of bus routes, and requests the introduction of new services in Perth's growing communities.

I am spoilt for time; I will not need the full 60 minutes, but I want to place on record the concerns of many people in the communities that I represent about the provision of public transport services. A number of members wish to speak on this motion to bring to the attention of members of Parliament the concerns they have about public transport services. I regret that the Minister for Transport and the member for Maylands, who wanted to contribute to this debate, are not here today. I think both have been taken ill. We will press on nonetheless, and I am sure the minister, who is an avid reader of *Hansard*, will make sure that he is acquainted with the issues that we raise today.

I want to talk about the needs of Perth's growing communities and the imperative that the government continues to provide the public infrastructure that people need to enjoy their lives. In Western Australia, and particularly in Perth, there has been a history of waiting for communities to grow before the government takes the important step to provide the full range of public services and infrastructure that those communities need. Electricity, sewerage and roads may be put into a community, but mobile telecommunications, public transport, hospitals and schools seem to lag behind the growth of these areas. In these outer communities, suburbs are seemingly growing overnight in developments that take place very quickly, but the people living in these isolated suburbs are without the social infrastructure that many people in our established communities take for granted. In my electorate—the outer areas of the Cities of Kwinana and Rockingham and specifically the suburb of Baldivis—there has been a huge increase in population and a huge demand placed upon schools, shops, social services and particularly public transport services. We do not want to see people living in these communities isolated and unable to make contact with friends and relatives, and unable to move through their communities without the use of a vehicle. That is the situation in Baldivis. People in Baldivis previously enjoyed public transport services in the form of buses but no longer have that service.

[Quorum formed.]

**Mr R.H. COOK:** It is nice to have everyone back here to join us.

**Dr K.D. Hames:** Bye.

**Mr R.H. COOK:** Minister for Health, come back here!

Bus transport is very important for people living in these communities, in particular, as I said prior to the ringing of the bells, in the Baldivis area where people who previously had bus transport services had those services withdrawn when the government developed the Perth–Mandurah rail line. Elderly residents living in the lifestyle villages along Mandurah and Fifty Roads do not have a bus service at all. Somehow they are supposed to teleport to Warnbro train station, which is a good 1.5 kilometres or more from where they live. Although we welcome the introduction of rail transport, there has been a retraction of the bus transport services in the area and these people are now left without public transport services. The need of these communities is in the fact that these subdivisions are growing at what seems to be three a month at the moment—sorry, that is an exaggeration. There is an extremely large uptake of these new subdivisions. Near Fifty Road, for instance, which is towards the northern end of Baldivis, there is the new development of the Spires Private Estate, The Chimes and North Baldivis, and there is the fairly established community at North Baldivis, none of which are serviced by public transport. That is fine for a primarily semi-rural community, but that is no longer the case. The opposition wants to see public transport significantly upgraded in the area so that people are integrated into the public transport system and can get to a bus without the herculean effort of walking to one of the available bus services some distance away.

Disturbingly, young people in these communities are living isolated lives. I am particularly concerned about students who want to access a local school, but do not have the public transport to do so. Baldivis Secondary College has been developed in this area. It is a fantastic school that has grown over the last four or five years. It is located near the River Gums development and it is a great looking school that members of the community are really excited about sending their children to. But the fact of the matter is that people cannot get their kids to that school without having to load them into the back of the car and drive them there. This is an issue about which I have written to the Minister for Transport, both before and after the election, imploring him to extend the bus routes in the area. In particular, I want to see buses, which currently stick mainly to the Safety Bay Road precinct, extend northwards along Baldivis Road and Fifty Road and head back down Mandurah Road, thereby

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creating a loop that would link people with Warnbro train station. The importance of that is that those new communities that are growing rapidly on Fifty Road would become part of Perth's emerging public transport infrastructure. However, the situation remains that students going to that school simply do not have the capacity to catch a bus to school. The Department of Education says that to be eligible for transport assistance for travel to an education-supported facility, a student must be enrolled in a local school but not be inside the public transport area. The government will provide the special school bus services if the students are outside the public transport area and therefore have to access a school many kilometres away. The government says that Baldvis falls within the public transport area. Members will see from the maps provided by the Public Transport Authority that the big pink area indicating people serviced by the Public Transport Authority includes Fifty Road, which has no buses on it whatsoever.

A young student by the name of Amber Curry who lives on Fifty Road wants to go to Baldvis Secondary College. The closest bus that comes to her is on Fifty Road, but it is an orange bus that takes students to Baldvis Primary School. The government says that she cannot access that bus because she is inside the public transport area. As a result, Amber is stranded. Let us have a look at what it means for Amber to be in the public transport area. If Amber uses the Perth journey planner and wants to get from her house in Fifty Road to Baldvis Secondary College, Amber would have to walk 2 793 metres. One of the pieces of infrastructure that is not growing rapidly in Baldvis is footpaths. The Department of Transport therefore expects Amber to walk 2.7 kilometres. She has to walk on roads that, although heavy with traffic, have no footpaths. These roads are, by and large, surrounded by bushland and the Public Transport Authority suggests that it will take her an hour and five minutes to get to school by walking to the closest bus stop and catching that bus to school. Therefore, if Amber wants to get to school by 8.30 am, she has to leave home by 7.30 am. The Department of Transport therefore expects this young girl to walk along streets that have no footpaths and that are by and large isolated and surrounded by remnant bushland. Quite frankly, this is not good enough. It is not good enough for us to expect students to be so badly isolated. I accept that we may not have full Transperth buses going to this area, but surely there is a case to be made that Amber should be able to use the orange bus service. However, the government says that the only way Amber can access that bus is through a complementary arrangement, and the only way she can do that is if there are spare seats on the orange buses, but there is no spare seat and therefore Amber is left stranded. This situation also impacts upon the child of another constituent who has contacted me.

It is commonsense to me that if the Department of Planning is allowing these communities to grow so quickly and is putting pressure upon the Department of Water to provide water and sewerage, on Verve and Synergy to provide electricity and on telecommunication services to be put in place for these communities, surely there has to be an obligation on government to provide public transport for people who need it, particularly young people who need to get to school. It is self-evident to me and to the people of Baldvis that the government should be doing more.

Last year I circulated a petition in the community because we were being approached by a lot of people about the lack of bus services, and almost 500 people returned forms to the office calling on the government to improve bus services in the area. I do not think it is too much to ask the government to extend the existing bus services to bring them along Fifty Road and to put on the necessary bus services so that young people can go to their local government school, yet this is the situation we have in the Baldvis district. I acknowledge that the government, through representations from me and from people in the community, has done some work to extend bus services in the southern areas of Baldvis, which are also experiencing high levels of growth, but people living in the northern parts of Baldvis continue to be stranded. As I said, that includes older people living in lifestyle villages and young families moving into these new subdivisions and, most importantly of all, students needing to attend their local school who are simply stranded.

I am not looking to hold the chamber's attention for longer than is necessary, even though I notice that I still have a full 45 minutes to go. I could talk for 45 minutes; I could go on at length. The member for Albany is in this place, so I could spend the next 45 minutes talking about the strong views held everywhere on the Collingwood Football Club, but I will not! I simply want to raise the issues around these growing communities in Perth, particularly around Baldvis. I am reminded also that there are concerns about public transport in other areas of my electorate, such as in Wandi in a new and very prestigious subdivision called Honeywood that also lacks these public transport services. I know that this is a chicken and egg issue in that the Department of Transport needs to see and be confident about there being an appropriate level of demand for these services. However, when growing these communities in the way that we do, we need to bring the full cohort of social infrastructure and not expect people to live in an urban lifestyle but have agricultural or rural levels of public transport services.

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I want to simply conclude with a letter I received from a young resident in Baldivis, who wrote to me at the time that people were sending in these petitions. He states —

Hi, My name is Luke ... and I am a 14 year old student attending Warnbro Community High School, Warnbro Wa. It is a 20 minute skate, 35 minute walk to the nearest bus stop. That is Why I am writing to you today because Baldivis North, The Chase and Surrounding areas need to have a Transperth bus route throughout them.

I saw the letter in the mail the day it came For better bus services in baldivis, with the potition. That is why I have Collected Some Signatures of some people I know around baldivis north for the potition.

I hope that you can Improve the bus services in baldivis. ...

Yours sincerely

Luke ...

That letter sums up the need we have: if we expect young people to participate in our community, if we expect them to go to school regularly, and if we expect them to be respected people in our community, we have to have the services that support their family. We should be looking to better support people in Perth's growing suburbs. It is important that we have bus services that service people in these communities. I implore the government, in particular the Minister for Transport, to be true to the public transport map. If the minister is saying there are bus services in this area, he needs to make sure those bus services are provided to support the elderly, young families and, importantly, students who go to schools in those communities.

**MR D.A. TEMPLEMAN (Mandurah)** [4.20 pm]: I would very much like to make a contribution to the motion before us, noting, however, that I could have moved an amendment to it. The motion refers to “new services in Perth's growing communities”, and I need to highlight again that Mandurah, of course, is a regional city outside the City of Perth, although it is included in the Public Transport Authority catchment.

I want to raise a number of concerns with regard to bus services in particular in the Mandurah, Dawesville and Murray areas because there are a number of glaring omissions in service delivery with some non-existent services in some localities of Mandurah and Peel; there are also existing services that are, quite frankly, inadequate. I will go through a number of these services, including route numbers, to outline what I think are also some inconsistencies in the provision of bus services in the Mandurah–Dawesville area.

I will start with the suburbs in the north of Mandurah, being Lakelands, Meadow Springs and Madora Bay, and highlight to the house and the Minister for Transport the major discrepancies in the services in those three localities. Those three suburbs in the north of the City of Mandurah continue to experience rapid growth. There are a lot of families in the area. The Lakelands community includes a major Lattitude retirement village, and the Lakelands and Meadow Springs locality has two clusters of affordable community housing, the residents of which have difficulties accessing bus services that link them to the centre of the City of Mandurah and/or Mandurah train station. The expanding suburbs of Lakelands and Meadow Springs are serviced by bus route 587, which has no public holiday or Sunday service. On Saturdays there is only a two-hourly service, with the last scheduled service during the week departing the Mandurah train station at 7.00 pm to the suburbs of Lakelands and Meadow Springs. The last one from Lakelands is at 6.07 pm. The 587 simply is not adequate for the two very rapidly growing areas of Meadow Springs and Lakelands. In fact, in respect of frequency, it could be considered to be woeful. A person who relies on public transport in Lakelands or Meadow Springs on a Sunday does not have access to a bus service. That is the reality. Of course, on a Saturday that person has access to a service only every two hours.

**Mr P.B. Watson:** Has that always been the case or have there been cuts?

**Mr D.A. TEMPLEMAN:** No, there have not been cuts but there have not been any improvements. We are talking about population numbers probably coming up to 4 000 people in those two localities.

The suburbs of Coodanup and Dudley Park—parts of which are in my electorate and parts of which are in the member for Dawesville's electorate—are on bus route 597. Particularly in Coodanup and what is known as “old Coodanup”, some rapid population growth is occurring, particularly along Wanjeep Street. Again, there is no bus service on Sundays or public holidays, and, again, only a two-hourly service on Saturdays. Parts of Coodanup have a lot of people and families with limited incomes who rely on public transport as their primary mode of getting around, but, again, if they need to use public transport on a Sunday, they will not get a bus in Coodanup or parts of Dudley Park; if they want to catch one on a Saturday, there is one every two hours.

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I will talk now about the suburbs of Madora Bay and San Remo, which are also north of the City of Mandurah. They have a service on Sundays and public holidays, but only every two hours. It is bus route 584. It is only a two-hourly service on Sundays and public holidays, so again people who live in Madora Bay or San Remo will wait two hours for a bus. How many buses in each direction does that total? Six. There are only six buses on Sundays or public holidays in this rapidly growing place. I keep getting told in this place by many people on both sides that we have the train, we have this and we have that, but the simple fact is that we do not have the bus services to connect to that important infrastructure. They are lucky, lucky people in Madora Bay and San Remo; they have a Sunday service but there are only six buses heading in each direction, and they have to wait two hours.

If people go into the centre of Mandurah, there is Dolphin Quay, an important tourist precinct that is serviced by public transport only on Saturdays and Sundays, interestingly enough. Although it caters for weekend tourist trade, tourists—we have lots—cannot get a bus there during the week. That is a woeful example of lack of frequency.

The member for Kwinana highlighted Baldivis, which has a rapidly expanding population. I support the Baldivis community having buses, but it is interesting to note that Baldivis, in fact, has three bus routes servicing it—routes 564, 567 and 568—while some of the services I have just mentioned have only one bus, and none of the populations in the Mandurah areas are comprehensively serviced on Sundays. Interestingly, there are four bus services in the City of Kwinana that run via the Kwinana hub bus station and the various city suburbs into the Wellard and Kwinana rail stations. These happen seven days a week in the City of Kwinana. They include routes 540, 541, 542 and 543. Again, Kwinana has growing needs, and indeed a lot of people in Kwinana are on fixed and low incomes or require or rely on public transport, but there is a stark difference just 20 kilometres or 30 kilometres north of Mandurah because more buses are provided seven days a week in Kwinana, compared with the service provided in the localities I have mentioned in my electorate and other areas of Mandurah.

If we go to the member for Dawesville's electorate—he was in this place earlier and I was hoping he would stay because this is something I think we both need to work on—Melros is further south of Mandurah, and it will, for the first time, have a Sunday and public holiday bus service available via route 593 from 2 March. Here he is; I am glad the member for Dawesville is in the chamber. I am talking about bus services to Mandurah and Dawesville, and I was just saying —

**Dr K.D. Hames:** I came in especially for this.

**Mr D.A. TEMPLEMAN:** Yes. I was just saying that there are a number of problems with a lack of services, for example, in the member for Dawesville's area and in my area on Saturdays; and on some Sundays, if there is a Sunday service, people have to wait because the bus runs only every two hours. I was just about to say that Melros, in the member for Dawesville's electorate, will get an expanded Sunday and public holiday service via route 593 from 2 March, but again it will be a two-hourly service only. We must remember that the people in Dawesville live quite a significant distance from the City of Mandurah. It is 15 kilometres or more once people get past the Dawesville Bridge. In these communities, particularly if people are on low and fixed incomes or if they rely on public transport, the reliance on a service that is so infrequent is a concern. In some respects they are lucky that at least they are getting an expanded service, but it is by no means adequate.

**Dr K.D. Hames:** It's a bit of the chicken and egg, of course.

**Mr D.A. TEMPLEMAN:** Yes, but —

**Dr K.D. Hames:** We have a lot of discussions with Main Roads about the bus service in my electorate.

**Mr D.A. TEMPLEMAN:** Yes. I want to get to that, because the minister makes a good point. I want to get to the issue of actual counting, because the department uses that argument all the time when it says that it has this service and no-one is using it. I will bank that just at the moment because I want to come to it later.

I want to talk about the service south to people in Seascapes, Falcon and Northport. They are serviced now, and will be in the future, by route 592, but they will still have no Sunday or public holiday service. We can see that in the north of the City of Mandurah, the localities of Lakelands, Meadow Springs and parts of Coodanup and Dudley Park have this problem on a Sunday and a weekend. Growing localities south of the City of Mandurah have the same experience. It is not good enough. The interesting thing about Mandurah's geographic layout is that it is probably one of the easiest places to service with public transport bus connections back into the Mandurah train station bus terminus because it is effectively lineal. The City of Mandurah is effectively no more than 10 kilometres wide at its widest point and about 80 kilometres long. In particular, as people get down to Halls Head and further south, it is a very narrow geographic landmass to service.

**Dr K.D. Hames:** It is an isthmus.

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**Mr D.A. TEMPLEMAN:** Is that what it is?

**Dr K.D. Hames:** Yes.

**Mr D.A. TEMPLEMAN:** Okay; there we are. I have learnt a new word—isthmus. I have never heard Halls Head or the island called an isthmus before, but I take the member for Dawesville's word for it.

**Dr K. D. Hames:** I'll make sure I'm right first!

**Mr D.A. TEMPLEMAN:** I hope so; otherwise I will get him for misleading the house!

Anyway, we have this issue. I now want to go to the east corridor, which is the Mandurah to Pinjarra corridor. The government, to its credit, through the Public Transport Authority, introduced a route 600 from Pinjarra to Mandurah and return. I talked to one of the bus drivers because I caught this bus last year. I went on a bit of a trip to have a look at what it is like to catch the buses throughout areas. This service is growing in popularity. However, again, it is the infrequency issue. This route is also used by children accessing the Austin Cove Baptist College, which is great. However, it is still not a frequent service. Again, if people want to get from Mandurah to Pinjarra, or from Pinjarra to Mandurah, after 6.30 at night, there is no public transport. In fact, apart from the key services in the centre of the city, very few of the bus services that I have mentioned operate after 6.30 or seven o'clock at night. That is the reality. Imagine a person who lives in the outer areas of Mandurah and uses the train to get to and from work, or to and from business in Perth, or for recreation or visiting friends in Perth. If that person wanted to use the bus services and come back to Mandurah after six o'clock, they would quite often arrive at the station with no connecting bus, because the bus service on most routes terminates after about seven o'clock at night. A person who is working in Perth, or a young person at university, for example, who is studying in Perth, may want to use the public transport system. They are given no incentive to take a bus from wherever they live and connect to the rail station. The only option they really have is to drive. We all know that Mandurah has only one railway station. That is my biggest bugbear with my friends further north who grizzle and guts-ache about not having access to their stations. There are four stations in Rockingham–Kwinana; there is only one station in Mandurah, and our station services the hinterland, right down to Dawesville, and even the people in Pinjarra and Murray who wish to use the service, as they should. We ain't got any other option. People should forget trying to drive to Warnbro if they live north of Mandurah, because Warnbro station fills up very, very quickly. We need another railway station, but I might have time to come back to that.

**Dr K.D. Hames:** In my view, we need a multistorey car park.

**Mr D.A. TEMPLEMAN:** The reality is that we need both.

[Member's time extended.]

**Mr D.A. TEMPLEMAN:** We have to get another railway station north of Mandurah, and we need to look at the parking capacity at the railway terminus as it is.

I hope I have painted a picture for you, Mr Acting Speaker (Mr I.M. Britza). I know you are interested in this; I can tell from the intent way you are looking at me. I know you are interested because I know you have visited Mandurah on a number of occasions with your family, and you are always welcome. But do not try to go there after dark and visit the member for Dawesville in Dudley Park or me in Falcon or someone who might live down towards Lake Clifton or in Bouvard or even Coodanup because you will not get a bus. If you do it on a Sunday, you might get a bus in some of the places, but it will be only every two hours, and I do not think your lovely wife and your son, Samuel, would be able to hang around a bus stop for two hours, waiting for the next bus to come. This is a major problem.

The reality is that the state's most populated city outside the metropolitan area is not being serviced in the way it should be serviced with public transport, and it should be a priority for the government. The people of Coodanup, Dudley Park, Greenfields, Riverside Gardens, Madora Bay, San Remo, Silver Sands and central Mandurah and those who live in the expanding suburbs of Meadow Springs and Lakelands deserve to have services that allow them to connect with the transport spine that is the rail system north to Perth. They deserve to have those provided because, quite frankly, we are facing a critical stage in traffic planning in Mandurah. I moved to live in my City of Mandurah nearly 27 years ago and, quite frankly, it has changed rapidly. When I moved there 27 years ago, about 22 000 people lived there; now there are 80 000. In the 26 or so years that I have been living there, the population has gone from about 22 000 to about 80 000. The infrastructure has not kept up with that growth as it should.

I want to talk briefly about bus route 600, which is the Mandurah to Pinjarra bus route. One of the things that amaze me—I wrote to the Minister for Transport about this issue and I know the member for Murray–Wellington has raised it a number of times—is that the people in North Pinjarra, which has a population of about 200 or 300 people, or maybe even 400, have no Transperth bus service. They should be linked into the 600 bus

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service. That is where I believe the service should start. Currently, it starts near Murray Hospital but it should start in North Pinjarra. That is where the terminus should be and that is where the bus service should start and finish. The outline of that suburb is very interesting; it is almost a circular plan, with culs-de-sac coming off the main circular route. It would be very easy to service with public transport. The bus would start at the terminus there and head to Mandurah, and when the bus goes back to North Pinjarra from Mandurah, that is where it would finish. It would give the people in North Pinjarra a very effective public transport link into the Pinjarra town site and, of course, if they wished to travel to the train station at Mandurah and do business or whatever they liked in Mandurah, they could do that. Bus route 600 must be looked at carefully, because there are expanding communities between Mandurah and Pinjarra. I represent the suburbs of Barragup and Furnissdale, which are the first two suburbs just out of the City of Mandurah in the Shire of Murray. There are also the expanding populations around Ravenswood and North and South Yunderup through to the town of Pinjarra. Bus route 600 is a priority. Again, can people catch a bus on Saturday or Sunday to Mandurah from Pinjarra or from Pinjarra to Mandurah? No, they cannot. I reckon that is bad. I really like Pinjarra. I take my kids to the park near the river. There is a great regional park there. I think it would be great to have a public transport linkage.

I want to finish on a point that the member for Dawesville highlighted about the chicken and the egg. It is about what the Public Transport Authority quite often comes back with when members write to it asking for a bus route. Bus route 600 between Mandurah and Pinjarra was a victim of this. It is about how passengers are counted. I was talking to a long-term bus driver the other night about the change in how passengers are counted. There used to be a process under which there was a recording of a transfer ticket; in other words, if a person got off a train and got onto a bus, there was a recording when they got on the bus because they were transferring. I understand that one of the problems—this is from the bus driver—is that that is no longer recorded. Because people have SmartRider tickets or purchase a train ticket that allows them to go on a forward journey on a connecting bus, they can jump on the bus with their ticket, but it is not necessarily recorded as a bus trip.

**Mr P. Abetz** interjected.

**Mr D.A. TEMPLEMAN:** No. This needs to be looked at closely. It is no longer recorded by bus drivers. The member is probably right; it may be recorded with the card, but it is not recorded if it was a purchased ticket. When somebody jumped on, there was a little flick and when somebody else jumped on, there was another flick. If they have a transfer ticket, it is not recorded. The bus driver I was talking to the other day said to me—this is one of the problems—that the PTA does not have statistics that show how many people who have a cash ticket get on the bus from a train because it is not recorded. What does the PTA rely on when it replies to letters from the member and me and others about how a bus route is being used? It says that the bus route is not being used; there are not enough people. The number of people travelling on the bus and the numbers in the data collected are not necessarily the same. I think that is a major problem. If that is the argument that the PTA is using against the people in Coodanup, Greenfields, Meadow Springs and other places, it is very misleading. I think that issue needs to be taken up with the PTA, because it is misleading in that the number of people using the system may not be recorded correctly and so the argument to expand the service may not be being made appropriately.

I want to talk very briefly in the last five minutes about the changing population in the Mandurah area and the implications for public transport planning. In the centre of the city, we are trying to get people out of their cars and to link them to the railway station and the public transport system. High-density living is being encouraged around central Mandurah. The LandCorp Mandurah Junction project around the Mandurah rail terminus, which I applaud, has huge potential to promote high-density living within easy access of public transport. In our population growth, we are seeing an increase in the number of young people and young families. Young people in particular require access to public transport, whether it is to get to and from school safely, to get to and from work if they are of working age or simply to get to and from places within the city to recreate and mix with their friends. It is always a concern when I highlight that a number of bus routes in the Mandurah area that are used by many young people do not service their needs because of the timing. The member for Kwinana highlighted the safety aspects, which I think are very real. During winter, it is dark by half past five. If a young person finds themselves at a railway station or a bus terminus after 6.30 pm and there are no buses or trains, there are safety implications for that young person. The other thing is that we want our young people to be highly mobile; we want to encourage them to use public transport as much as possible and as safely as possible. Therefore, my plea to the Minister for Transport is that he and his department look again at the services in the Mandurah localities, look again very closely at the patronage issue and how it is measured and ensure that the services are expanded to meet the demand. If a person lives in Lakelands and they finish work in Perth at 5.30 pm and they get on the 5.45 pm train to Mandurah, there is every likelihood that when they land at the Mandurah train station, there will not be a connecting bus. Likewise, if a person lives in Lakelands and they want to head to the train station, the last bus leaves at, I think, 6.07 in the evening.

**Mr P.B. Watson:** So, what happens? Do they have to walk?

**Mr D.A. TEMPLEMAN:** They have to catch a taxi or their friends, mum or partner have to pick them up. That is what happens; that is the reality. The people in Lakelands have to catch the bus backwards to go forwards, because they have to go south to get to the train station to head north. If a person is late getting out of work, the reality is that they could land at the Mandurah train station only to find that the last bus on route 587 departed Mandurah station at 7.00 pm. If they are late, they have to find another way of getting home—either by taxi or by calling a mate.

**Mr P.B. Watson:** Is there a taxi service?

**Mr D.A. TEMPLEMAN:** There is, but that becomes pretty expensive if people do that all the time.

I hope I have given an overview of the situation in Peel and certainly in Mandurah in particular, and the need for the government and the minister to very closely reassess the needs of the expanding population in the largest regional city outside the Perth metropolitan area.

**MS J.M. FREEMAN (Mirrabooka)** [4.49 pm]: I also rise to speak on this matter of public interest motion —

That this house condemns the government for its mismanagement of transport services, including the cancellation of bus routes, and requests the introduction of new services in Perth's growing communities.

I want to talk about bus shelters. It is a shame the Minister for Police has left the chamber, because I know she shares my concern about the lack of bus shelters in the City of Stirling. The City of Stirling stopped installing bus shelters in March 2008, after a resolution by the council not to install bus shelters until an agreement was sorted out between the Western Australian Local Government Association and the Public Transport Authority on whose responsibility it was to not only install bus shelters, but also ensure that the bus shelters were installed in compliance with the federal Disability Discrimination Act 1992.

People might think that the issue of bus shelters is insignificant, but it is very important. WALGA stated in an information page to the City of Stirling dated 18 May 2012 —

Recent research conducted by the Public Transport Authority (PTA) has shown that shelters provided at bus stops is the third most important service characteristic for bus patrons; following the punctuality of the bus and the cost of the fare.

The member for Mandurah made an excellent submission about bus frequency and times. Bus frequency is certainly an issue in Mirrabooka on Sundays. However, that research indicates that the amenity of bus shelters is also very important to people. It is no surprise, given the City of Stirling's resolution, that there are only 450 bus shelters for the 1 350 bus stops in the City of Stirling. That means that 900 bus stops do not have a bus shelter. Many of those 450 bus shelters in the City of Stirling are paid for by the advertising company—I feel as though I am on the ABC and cannot mention its name—Adshel. The delivery and maintenance of those bus shelters is being done by that company. In a low socioeconomic area such as Mirrabooka, an advertising company will not necessarily get a big bang for its buck. I do not think there are any Adshel bus shelters in Mirrabooka. There may be some on Wanneroo Road and Morley Drive, but there are certainly none on Mirrabooka Avenue.

This is not an insignificant matter. This is a serious matter that needs to be addressed by the Minister for Transport. I first raised this issue in October 2011 when I found out about this resolution by the City of Stirling. I have raised two grievances in the house on this matter, one on 24 November 2011 to the Minister for Local Government, and one on 5 December 2013 to the Minister for Transport. I also tabled a petition on 24 November 2011 from the community. In my grievance to the Minister for Transport on 5 December, he agreed with me that this matter has been ongoing for too long.

The Western Australian Local Government Association issued another information page to councils in December 2008, advising them not to undertake accessibility audits at bus stops, and stating that local government authorities are not responsible for the provision of any infrastructure at bus stops, including seats and shelters. This memo was essentially in line with the resolution made by the City of Stirling in 2008. The council made that resolution because it understood at that time that WALGA and the PTA would be developing a partnership agreement on this issue. For the next three years, there were sporadic discussions between WALGA and the PTA on this matter. I met with WALGA on a number of occasions, and it was very good in meeting with me to try to push this issue along. Unfortunately, the PTA refused to meet with me to discuss this issue.

The upshot was that WALGA put to its members four options. The first option was that the status quo would remain; the second option was to work out for which costs the PTA and WALGA would be responsible; and the third option was that the PTA would be responsible for the costs. The fourth option was as follows —

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A hybrid of the above options. For example the PTA is solely responsible for all bus stop infrastructure including ‘discretionary’ infrastructure (bus shelters, seats and bins) above an upper patronage threshold, LG is involved in providing discretionary infrastructure below a lower threshold, and involvement is shared between the thresholds. This could include a formal partnership agreement to address future maintenance.

I am not necessarily in agreement with that fourth option. However, 54 per cent of the local government authorities that responded decided to go with the fourth option. That still poses a problem in low socioeconomic areas and areas in which there is low patronage. On the basis of that investigation, WALGA put a document to the PTA on 11 June 2013. At that time, I was informed that an agreement was imminent. Therefore, it was with some concern that I had to stand in this place on 5 December 2013 and again raise a grievance with the Minister for Transport on this matter. The minister acknowledged at that time that this matter had gone on for too long, and I duly believed that the matter would soon be resolved. However, in keeping with this motion to the house, this whole issue has been completely mismanaged since 2008 by the Minister for Transport and the PTA. Subsequent to my raising that grievance with the minister, the minister gave an undertaking to follow up the matter for me. It is often the case with the Minister for Transport—in my experience with the minister it is always the case—that in order for the minister to get back to us when he has undertaken to follow up on a grievance, we have to write to him. So I duly wrote to the minister on 24 January, after I had raised my grievance in December—I gave him the Christmas period off—saying, “I grieved to you about this issue, and this is what you told me you are going to do; so can you get back to me about what you are going to do”. I got a letter from the minister’s office on 19 February 2014 stating —

I am aware that a formal response to WALGA on this matter was provided by the PTA on 28 January 2014.

That was four days after I had written to the minister. The minister does not usually write back to me. Usually the letter comes from his chief of staff. This letter is from Michael Buba, principal policy adviser to the Minister for Transport. I put on the record that I find the Minister for Transport’s staff very good to work with. On the occasions that I have had to ring the minister’s staff to follow up on a matter, they have always used their best endeavours to resolve the issue. I would like to say the same thing about the minister, but I cannot say that.

I already knew WALGA had received the response because I had told it that I had not heard anything and I asked whether it had received the response. The president told me that he had got the WALGA response back just recently and that it did not address the concerns of the local governments and, basically, there was no satisfactory resolution with the agreement. I asked what that meant and he told me he had asked for a meeting with the Public Transport Authority to try to resolve this. I am, again, appreciative of the president of WALGA for meeting with me and taking a lead with me to try to resolve this issue. This letter from the minister states —

More importantly, the WALGA submission proposed a paradigm policy shift —

For the purposes of *Hansard*, I just gave a quizzical look —

with significant ongoing funding and resourcing implications for the PTA that was unacceptable to Government and which needed to be properly considered.

Hello! The minister had this document about bus shelters since June 2012. If he cannot properly consider it in that time and come up with something that can be agreed to, what is he doing? Even I am not that particular to say that this is the major issue in public transport, but fix it! It has to be fixed.

The City of Stirling has taken this matter back to its councillors and it has re-endorsed its policy to continue to wait, since 2008, for the agreement between WALGA and the PTA. The residents of the City of Stirling still do not have a resolution to their bus shelter problem. They still cannot ask for new bus shelters as no-one is going to deliver them. The City of Stirling is not going to pay its half and do it how other councils do it. This is a perfect example of mismanagement of transport by the Minister for Transport.

**MR P. ABETZ (Southern River)** [5.02 pm]: As the member of an electorate on the outer suburbs of Perth, I am certainly in a position to comment on the introduction of new services in Perth’s growing communities. This motion—that this house condemns the government for its mismanagement of transport services, including the cancellation of bus routes, and requesting the introduction of new services in Perth’s growing communities—implies that the new communities are getting no new services. However, the reality is that they are. Parts of Canning Vale are a bit older, but Canning Vale certainly is a growing suburb. Our schools continue to grow in the newer parts of Canning Vale. The 206 bus, for example, runs along Nicholson Road to Murdoch station and some of the residents said that they wanted a more frequent bus service. It was running every half-hour at peak hour and hourly in non-peak times. The PTA accepted a suggestion to trial running it every 15 minutes. Increasing the frequency of that bus service resulted in it being patronised that much more. Without me even

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asking, the PTA runs that service every 10 minutes in peak hour. There are now some 80 000 boardings a month on that route.

The City of Gosnells is very proactive in responding to community requests for bus shelters. Whenever I have requested a bus shelter because of representations from people in the community, the City of Gosnells has always looked at it and consulted with the PTA. If the number of boardings recorded by the SmartRiders indicates that it is a much-used bus stop, usually within some months we end up getting a new bus shelter.

The 517 bus route used to go from Murdoch station to Bletchley Park, which is a new estate on the very edge of the suburban fringe in Southern River in my electorate. It used to terminate in Bletchley Park on Castlewood Parkway, but I became aware that the high school that the children from Bletchley Park estate were supposed to go to was Southern River College, and there was no mechanism whereby they could catch public transport to school. Again, the minister's office and the PTA were very responsive and at the beginning of last year the 517 route was extended in the mornings and afternoons to service that need. I am told by the principal that some 45 students now hop off that bus every morning and a similar number get on in the afternoon. The PTA and the minister's office certainly have been very responsive to our needs there.

Some time back—I cannot recall exactly when it was—the 517 bus service was extended to travel to Thornlie station. The 517 now runs between Thornlie station and Murdoch station through Southern River. The benefit of that, of course, is that people have a choice; from there they can go to Thornlie station or Murdoch station on public transport, depending on which end of town they want to go to. Again, that came about because there is a new estate, Riverbank Estate, on Southern River Road just near Gay Street. The bus runs along Southern River Road now and turns into Gay Street and on towards Thornlie station to enable people in that new estate to access a bus service. I certainly will not support this motion because my experience in my electorate is that the government has been very responsive and very good in providing adequate services and meeting the needs of my growing community. I commend the PTA and the minister for the excellent services they have provided my community over the past few years.

**MR C.J. TALLENTIRE (Gosnells)** [5.07 pm]: I will make some brief remarks to support this motion. I recognise that in my area the usage of public transport has increased, especially where people are looking to connect with the train network. People are looking for an easy means of accessing the train stations in my area, particularly Thornlie train station. The obvious means by which people can get to the train station is a bus service. However, unfortunately, I think people are frustrated by the lack of frequency of those feeder bus services. The buses tend to be very large. I know that 10 years ago the argument was run that it costs the same to run a large standard-sized bus as it does to run a smaller shuttle bus. However, I am not sure whether that statistic is still reliable. It is true that the main cost is the labour of the driver, but when we look at the cost of fuel and vehicle wear and tear and the space taken up by buses on already congested roads, there are good reasons for us to review the case for smaller, more frequent buses feeding into our train stations. The demand for easy access to the train stations will grow.

Car parks are full very early on. At Thornlie train station most of the prime parking spaces are gone by seven o'clock in the morning and people get frustrated when they cannot access a parking bay at the train station. We have had waves of lobbying and public outcry and discussions about multistorey car parks at train stations. Then we are shown the costings that go with those multistorey car parks and told that it would have to be built through a public-private partnership. When we make the comparison with other public-private partnership car park developments, we see that the cost for someone to park their vehicle at a train station for a day would be very expensive. The cost could be in the order of \$20 a day. That becomes highly prohibitive and dissuasive to people. We must look at other options to make it easier for people to access those stations via "shunter" buses. We could perhaps use that term; it is the colloquial term that I use in my area.

We also need to ensure the bus network is expanding. That is why I support this motion. We have serious concerns about it contracting. Sometimes we see a new bus service crop up in another area, as the member for Southern River indicated, but the downside will be that a service is taken out of another area. I would like to see further work done on the potential for bikes to be taken on buses. A discussion is yet to be fully had about bikes on peak-hour trains, but I think similarly we need a discussion about how people can take bikes on buses without impeding or irritating other bus users.

I want to touch on the connection bus between two main points in my electorate, Thornlie and Gosnells. Currently, bus routes 210 and 211 start their journey at the Esplanade bus port and travel to Gosnells train station via Thornlie train station. It is at least a 20-minute journey between the two stations. For many people that is just too long. We are talking about a five-kilometre journey taking 20 minutes. People want to travel from those nodes. In the 2031 planning document there is a lot of emphasis on the use of development nodes. We have to ensure those nodes are linked in an efficient manner.

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I want to say a little about access to bus services being improved, but not, as our motion indicates, that they are being mismanaged. I would like to see more effort put in to ensure that people with disabilities, especially those in wheelchairs, have bus access. I have a very well documented body of information from a constituent who has looked at this issue and found that timetables produced by the Public Transport Authority indicate that wheelchair access is available on a particular bus route. In fact I use the example of the 106 bus route. Access is guaranteed at locations a wheelchair sign is provided. That is a policy commitment that the PTA had on its website. Interestingly, once my constituent made inquiries, this policy commitment was removed. There was a commitment that if a wheelchair sign was in place on the timetable, wheelchair access would be available. In the case study of bus route 106, my constituent found that quite often buses would break down or there would be some reason no bus was available to perform that very clever tilting operation that makes it possible for someone in a wheelchair to gain easy access onto the bus. Unfortunately the PTA has not honoured the commitment it made and expressed via its timetables to enable people to access buses, even if they are in a wheelchair. That is a shame.

There are many issues facing constituents in all electorates when it comes to reliable public transport. Feeding into the train network is one of the priorities. As other speakers have mentioned, part of that is making sure we have good quality places to wait when it is a rainy day or when it is very hot. We need good bus shelters. That sort of thing has to be provided as well. I have heard of too many cases involving people standing out in the elements. That should not be the case at all.

In concluding my remarks, this motion condemning the government's mismanagement of transport services is totally apt. It is something that any government has to improve because of growing demand across our community. The reliability and frequency of buses is critical to people enjoying a good quality public transport system.

**MR J.R. QUIGLEY (Butler)** [5.16 pm]: I rise in support of the motion. Of course the Acting Speaker (Ms J.M. Freeman) quite rightly gave me, as the member for Butler, the call. I wish to remind the house where Butler is. It is on the northern coastal extremity of Perth. I have heard other members speak of the challenges that public transport presents in their areas, but the land from Butler through to the locality of Jindalee and Brighton right up to Yanchep is, if I may use the colloquial language, virgin country as far as residential dwellings go. I believe it was in 2007 that I lobbied then Premier Gallop to approve the extension of Marmion Avenue. It was ahead of the government schedule to extend Marmion Avenue through to Yanchep. There had been bushfires at Yanchep and the only way out of Yanchep was along Old Yanchep Road and onto Wanneroo Road. There was no alternative route out of there. The bureaucrats in the planning department opposed the extension of Marmion Avenue because the challenges of this northern coastal road going from Brighton right through to Yanchep would create a demand for services, which would be a challenge for government; and it is. But there was no getting around the fact that back in 2007, with the boom well and truly underway, demand for affordable housing was unstoppable and a lot of people wanted to live in a coastal locality. Now we have a sort of chant in my electorate, "a new street a day". I think that chant is a little unrealistic because it is probably more like two or three streets a day. For those members who have not travelled to Yanchep recently, it will be an eye-opener for them should they drive from Butler proper, from Quinns through to Yanchep, and see the enormous development in what I said was virgin agricultural country only a few years ago. Most of these people are families establishing family homes in that area. It is not like a built-up inner-city area with a lot of single people living close to education facilities and the city. These people are establishing family homes.

Let me explain some of the challenges out there. I will turn to Yanchep for a moment. Yanchep is serviced by bus routes 490 and 491 that go to Yanchep, and 491 is now scheduled to turn right at the roundabout in Yanchep and go out to the end of the golf course estate near Yanchep National Park. In Yanchep there is a junior high school and at some point all children at that high school will have to travel by public transport to one of the senior high schools at the southern extremity of my electorate, which are Mindarie Senior College, the new Butler College, Irene McCormack Catholic College or Alkimos Baptist College. The problem is that there are not enough buses. We are finding that the bus that goes to the schools at the very southern end of the electorate—be it Peter Moyes Anglican Community School, which sits just on the other side of the boundary road, Mindarie Senior College, which is just in my electorate of Butler, or Quinns Baptist College, which is now a huge school—fills up and by the time it gets to Butler College and its adjacent private school, Irene McCormack Catholic College, there is not enough room on the bus for all of the children. I am getting complaints from the parents that there can be an hour between buses. Therefore, children in years 7 and 8 are getting left behind on Marmion Avenue to wait for up to an hour for another bus to get them home because insufficient buses have been provided. The Department of Transport's response is that it is trying to gauge passenger numbers for full buses. It is not good enough to say that children who cannot get on the bus do not fit within the average numbers and therefore they get left behind. What makes it worse is that they cannot find a bus shelter in the area. Not only are these children being left behind, but also they are being left behind in the

elements. The parents at the other end of the electorate, some 15 to 20 kilometres away, are worried sick about their children and they then have to tear themselves away from their work or their family commitment in Yanchep to rush along Marmion Avenue to try to get their children home from school or, conversely, they have to drop them off in the morning at school. The reason for the demand to go south for education is that Yanchep District High School is hopelessly overcrowded. It opened 37 years ago. I have said this before in this Parliament: it was built for 350 people and now houses 900 students. The government promised a \$10.5 million upgrade to bring it up to some sort of standard by adding two science rooms—whoop-de-do, most schools have science rooms—a technical drawing room, a design room and a staff room. Having promised this upgrade, not as part of the election promise but announced in December as part of the government's program, the government then silently cut it without an announcement in May this year. Parents therefore know that if they want to give their children a chance at getting into a high school with facilities, they have to get their children down south as early in their educational career as possible. This requires public transport, and it is insufficient.

The issue goes beyond children, though. One of the big attractions in the area is Yanchep National Park, which attracts tens of thousands of people. There are small businesses in Yanchep National Park, yet people cannot get a bus there. The 491 bus service is proposed to go almost to the national park along the old Yanchep Beach Road, but the transport authority will not take it to the national park. It would do a lot for small business if it did. I have been speaking to one of those small business women, Ms Sue Dash, who attends the tourism functions here at Parliament House. She has been campaigning for a long while to get the bus to run to Yanchep National Park. It does not have to be every bus that goes there, just one or two a day and more on the weekend. The PTA diverts the 481 on the weekend coming up Marmion Avenue into the private marina at Mindarie, but the 491 up at the top of my electorate will not go the extra kilometre and a half to Yanchep National Park. Ms Sue Dash is also instrumental in getting going a cancer support group, Two Rocks Yanchep Assisted Cancer Travels. One of the things that has been bedevilling us up there is public transport to health services—it is insufficient. TRYACT is trying to raise money to get a Toyota HiAce bus or something like that to get patients to hospitals. There should be sufficient public transport in this area or at least on a par with other areas in Perth, but because this area is on the northern extremity, the government and the transport department ignore it. Yes, there was a promise held out in the 2011 public transport review, which we discussed earlier in Parliament today, that there would be rail to Yanchep by 2020. Now after the election we are told that the government will review the situation of putting rail along this northern corridor past Butler in 2023. I was at the Two Rocks Yanchep Residents' Association meeting earlier this week. Mr Wimsett, the president, apologised for his absence, and it was chaired by Debbie Lanario, the vice president, Lorraine Jackson and Janet Clutterbuck, the treasurer. They say that they have been writing and writing to the Department of Transport over the bus issue without a response. They have been ignored! Now they know, as I explained to them and showed them the press releases, that the government has completely backflipped on its promise made in the 2011 public transport review to get rail up there by 2020 by saying that it will review that situation in 2023. What a disgrace!

We had a debate earlier this afternoon on rail during which the Premier paid me the courtesy of saying that only one person from the opposition had approached him on public transport in his electorate, and that it was the member for Butler, John Quigley, and that I strongly argued the case to him that he would have to reverse his decision. Remember that in 2008, after the election, one of the government's first decisions was to cancel the rail extension to Butler. The Premier at least paid me the courtesy this afternoon in this chamber of acknowledging that it was my representations and deputations to him on behalf of my local residents that changed his mind and got the rail extension through to Butler. But it was slightly wrong to have said in this chamber that the government had built eight kilometres of rail in five or six years. It was overstating the case because it is eight kilometres from Clarkson station to what is said to be the new Butler station, but two kilometres of that had already been built because it goes up to the Nowergup yards.

**Mr A.P. Jacob:** Only a single line but!

**Mr J.R. QUIGLEY:** Whoa! The government comes back and says that I am misleading as it was only a single line and it had to build another line. All the earthworks were done and all the electrics were there. Now the government is arguing, by interjection from the member for Ocean Reef, for a fair go on the government as I am trying to mark it down from eight kilometres to six kilometres. It is quibbling over two kilometres. Glory be! In the same time, the former Labor government built 80 kilometres to 90 kilometres of track all the way to Mandurah. I remind the member for Ocean Reef that we built two tracks! We got the train down there and we got the train back. Two tracks. We are not going to quibble. Not only that, we tunnelled under the city. At the time the Labor government said it was going to tunnel under the city and make this a modern city, what did the Liberal Party say? It was like Henny Penny—"The sky's going to fall in! You've got all these stabilising cables under these skyscrapers, and when you dopey Labor people build a tunnel under the city, oh, the sky's going to fall in!" The Liberal Party was saying that all the buildings were going to fall in on William Street!

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I do not want to enter into a debate with the member for Ocean Reef, who is trying to defend the Liberal Party against the charge that it has only built six kilometres in six years by saying, “Oh no, we’ve actually built a little more than six kilometres,” Whoop-de-do! If we had been going at the rate of a kilometre a year down to Mandurah, like the Liberal government is going on the northern line—just think about it—the rail would have reached Mandurah in 2091! That is the rate the government is going at, to give members a comparison. It would have taken the Liberal government nearly a century to get to Mandurah at the rate it builds rail!

But it is worse than that. I have said before in this chamber that the government played a three-card trick, but it has not fooled the people of Shorehaven and Amberton—the suburbs to the north of Butler—or Butler. The three-card trick the government pulled is that Labor had completed the plans for the extension through to Brighton–Jindalee locality.

**Mr A.P. Jacob:** No they hadn’t; they hadn’t put a cent in the budget. There was not a cent of money in there.

**Mr J.R. QUIGLEY:** It had! And as part of those plans the Public Transport Authority had acquired land at the top of Lukin Drive, where the schooling precinct is in the electorate and it is close to all the retirement villages, and the subdivisions were small lots adjacent to a train station to be called Butler train station at the top of Lukin Drive. The government had some good hectares of land there to build a huge car park to cater for the huge population in this area. The Premier did listen to me, and I have to acknowledge that; he has acknowledged the representations I made on behalf of my electorate to get this line extended. But there was a little bit of trickery going on, although I do not say the Premier was involved.

[Member’s time extended.]

**Mr J.R. QUIGLEY:** I do not believe the Premier had been to the electorate of Butler, and so when the Liberal government said it was building the line to the Butler station, I do not believe the Premier was cognisant of the fact that Butler station had been designed at Lukin Drive, and that at the shopping precinct in Brighton there was to be a walk on–walk off station like Edgewater in Joondalup—not a great big station with car parks all around it. I do not believe the Premier knew that. I think when the Premier said, “We’re going to put the Butler line in”, he did not comprehend what he did. Butler station has been cancelled and Brighton has been rebadged as Butler. The significance of that is that the PTA owns no land for car parks at Brighton because that was designed as a walk on–walk off station where buses would terminate. So what has the government done? It has leased the land off the Satterley corporation for 10 years to provide car parks, but not a lot of land for car parks.

I was speaking with the members and committee of the Alkimos Progress Association Inc, which is led by two people I have to take my hat off to—they are at every meeting in the area; it is a young family that is really concerned about the area—and that is Hayden Morgan and his wife Tracy. Hayden has his birthday today and I believe he turns 35, so I will give him a little “happy birthday” here from my seat in Parliament. But as he was pointing out, what happens in 10 years when the lease runs out with Satterley and the land is worth a poulitice and has to revert to the developer? There will be no car park, and there will be no rail extension up to Alkimos where there could be a new car park because the government says it will only look at further extensions north after 2023. Perhaps the only two members of the Liberal Party who will still be in Parliament are the member for Ocean Reef —

**Mr F.M. Logan:** Possibly.

**Mr J.R. QUIGLEY:** Possibly? No, he is on a pretty safe margin there in Ocean Reef; and possibly the member for Perth—she will still be alive at least. But by 2023 the rest of us will all be fossils! No-one will remember all this! This will all be ancient history! But the member for Perth is in a very invidious situation, and she knows that she is sitting on a very rickety chair in view of what has happened on the betrayal of her electorate over the MAX light rail.

As the Alkimos Progress Association pointed out to me this week—before I knew this motion was coming up—the buses going up and down Marmion Avenue do not turn left or right into the developments. Children going to school have to wait out on Marmion Avenue for the bus, which could be up to 40 minutes. I heard the member for Gosnells saying that there are not enough bus shelters in his area—heavens to Betsy! I am not criticising my Labor Party colleague the member for Gosnells, but these people have no idea. I do not blame them because they are busy in their own electorates, but at least in Gosnells, Perth and other areas there is a shop, a tree—somewhere for the children to shelter in inclement weather. But if members think of the coastal plain, it is only low heath shrubbery, so that when children are waiting on the side of Marmion Avenue—or, as the people of the member for Ocean Reef’s electorate referred to it when I used to represent Mindarie, “Windarie”, because of the very bright sea breeze that hits there every afternoon—they have to wait without protection from the elements. I wrote to the transport department about this on behalf of the Alkimos Progress Association and was met with the response, “There are insufficient passenger numbers to justify us putting a bus shelter in your electorate; we have

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other priorities.” But who should the government be first protecting? It is the elderly and the children. Perhaps a codger like me could stand out in the elements and hold a briefcase above my head for 20 minutes in inclement weather, but children trying to get to school have to stand by the road without a bus shelter. It is insufferable. There has to be a bus shelter on either side of the road in Trinity, Shorehaven and Amberton.

Let me tell members about Amberton. Amberton is exploding as a suburb, but people there were not warned that they are not on deep sewerage. They were not warned that the government had done a deal with the developers in which it would truck the sewage out on a regular basis from the holding tank, and they were not warned that these contractors who use these big suction pipes to empty the tank and put it on the sewage cart to truck down to another depot would just leave their hosepipes on the side of the verge with smell of the sewage and the flies that gather. That is in a brand-new estate.

**Mr J.H.D. Day:** Who did that deal?

**Mr J.R. QUIGLEY:** The developers and the government.

**Mr J.H.D. Day:** Who was in government?

**Mr J.R. QUIGLEY:** I do not know, and I do not know when it was. I am not pointing the finger; I am saying that that is the situation at the moment. The residents are not interested in whether it was the minister, or his Labor predecessor. All that the residents are interested in is whether this tank overflows. Over Christmas it overflowed and there was raw sewage in the park. It was dreadful. People had their families and friends come up for Christmas and their neighbourhood was on the nose. It is just absolutely awful and there is no end in sight. I am not here to talk about the sewerage problems in Amberton at the moment. Today, I would be satisfied if I could squeeze out of this speech, if I am up to my best as I was when I managed to persuade the Premier to extend the rail line from Clarkson to Butler, which he graciously acknowledged today in Parliament, and I can persuade the government to give us six to eight bus shelters. That is not going to break the bank. The government could pull up two of those shark lines and there would be money for half a dozen bus shelters. Bus shelters are also needed outside the Royal Australian Air Force Association’s Merriwa estate and Cambrai retirement villages in Merriwa. I have worked very cooperatively with Mayor Tracey Roberts on this. We visited the villages, and there is no bus stop outside of them on Hester Avenue. The elderly folk in the villages said that if instead of turning into Amberton, the bus could just continue up Hester Avenue—this is not going to break the bank, so I hope I do not get caned by the government for suggesting it—for only one kilometre and then turn around the roundabout and come back west along Hester Avenue, it would provide a bus service for them. The response was that there was a bus stop at the back of the village in Amberton, and the residents could go through the back gate and hike with their shopping along the problematic path to a bus stop, where, of course, there is no bus shelter. Mayor Tracey Roberts and I thought that their request for the bus to first go past the retirement village, around the roundabout and then come back and turn right was a very moderate and reasonable request.

In conclusion, the population explosion in my electorate presents big challenges for any government, be it a Liberal or a Labor government, to supply infrastructure. It has not been lost on my electorate that whilst they are denied the most basic services, such as the extension of route 491 into the Yanchep National Park to promote tourism, help small business and provide community amenity—not a big expense—when they look south, whoop-de-do, they see promises of a \$2 billion rail line to the airport to hold the marginal seat of Forrestfield, and another couple of billion dollars for the MAX light rail system to hold the inner-north metropolitan seats of Mount Lawley and Perth. We are asking for an extension of bus route 491, more buses on routes 490 and 491 to accommodate all of the school children of a morning and an afternoon, and six to eight bus shelters. The government talks about building the football stadium for half a billion or more dollars at Burswood—I think it is probably north of that, \$800 million or something—but people in my electorate will not be able to get there. There are a lot of kids in my electorate who would like to go to the football, but they will not be able to get there because of the paucity of public transport. I am pleading with the government on behalf of the residents of my electorate, especially the Two Rocks Yanchep Residents Association and the Alkimos Progress Association, to pay a bit of attention to what is happening in the north.

Finally, I will just put in an advertorial: on Saturday morning, at eight o’clock, there is going to be a big rally at Shorehaven beach, promoted by Alkimos ratepayers, to protest against motorbikes in sandhills.

Debate adjourned, on motion by **Mr J.H.D. Day (Leader of the House)**.