

PERTH MAJOR SPORTS STADIUM — BURSWOOD PENINSULA SITE — PUBLIC TRANSPORT

20. Mrs L.M. HARVEY to the Minister for Transport:

I have just heard detailed in the house some of the work being undertaken by the government to build the new stadium at Burswood. Can the minister please outline the challenges facing us as we look towards planning for the public transport needs of the 60 000 or so visitors to the stadium and how we can move them in and out of Burswood in comfort and convenience?

Mr T.R. BUSWELL replied:

I most certainly can, member for Scarborough, and thank you for that question.

Mr M.P. Murray interjected.

Mr T.R. BUSWELL: Obviously, buses will be involved, member for Collie–Preston, funnily enough.

The new stadium with its initial capacity of about 60 000 people will present significant transport challenges. The agencies I am responsible for—the Public Transport Authority, Main Roads Western Australia and the Department of Transport—I am pleased to say have been involved with the project since day one because clearly moving 60 000 people in and out of the stadium is paramount to the visitor or the fan experience that the Minister for Sport and Recreation reflected on.

There are really three components to the strategy. One is in relation to rail, and we will be developing an upgraded railway station at Belmont. That railway station, on current plans, will have two island platforms in the middle with two, I think they are called, marginal platforms on the outside of the station. That combined with the capacity to bank trains up on the Armadale line should mean that within one hour after the siren sounds on another West Coast Eagles victory about 35 500 people will be moved by train from the Burswood station. That is a very, very good outcome. I should also point out that from Burswood there will be direct services through to Joondalup, direct services to Armadale and direct services to Fremantle. Passengers to Midland and Mandurah will have to transfer at the city station, but with the work we are doing with the new undergrounding at the city station, there will be an underground walkway from the city station through to the Mandurah platform, so it will be a great experience for people visiting.

Mr A.P. O’Gorman: Are you saying from Belmont to Joondalup without a train change?

Mr T.R. BUSWELL: Correct; that is what I am saying, whereas at the moment from Subiaco, people either travel into the city and hop onto the Joondalup train or they walk across to the Leederville station to take the train north after another West Coast Eagles victory!

The second component will be the construction of a dedicated busport. Buses will play an important part in moving passengers away from the stadium. We estimate we will have to make up to 240 event buses available; 240 event buses in an hour will move nearly 15 000 people from that stadium. About 100 to 120 of those bus movements will be into the city; about 120 to 140 will be to other areas around the metropolitan area. Combined train and bus, that is 50 000 people in and out being moved from the stadium.

The third prong to the strategy is of course parking. There is an estimated 4 000 parking bays in East Perth within a two-kilometre radius of the station. The pedestrian crossing will activate those 4 000 bays so it means that not only will people actually be able to park reasonably close to the football, which at the moment is somewhat of a challenge, but also it will activate that East Perth precinct after the game in a way that will transform, I think, that East Perth precinct, where the member for Midland lives, after football matches. It is a three-pronged strategy.

Mr J.N. Hyde interjected.

Mr T.R. BUSWELL: Member for Perth, they are already car parks. If the member had had his ears turned on, he would have understood that we are activating existing car parking bays. That is the story at Burswood and I think that it is a great story. It says to 60 000 people that if they plan well, they will be out of the stadium within an hour and well on their way home, if not already home.

Let us compare it to the outcome at Subiaco Oval. It is very important for everybody to understand the opposition’s approach to this stadium—that is, no stadium in Perth this decade, which means people will be stuck at Subiaco where it is very difficult to get to the game and very difficult to get away. Anybody who attends football matches at Subi when the Eagles are playing and the stadium is full, as I do, would understand that getting there on the train and particularly getting away on the train is difficult. Trying to get on the bus is almost a death-defying experience. As for driving, people may as well park at home and walk. If the member wants to put 20 000 extra people in Subi —

Mr C.J. Barnett: The member for Cockburn could!

Mr T.R. BUSWELL: Yes, the member for Cockburn is within two kilometres of Subiaco Oval. He commutes between Swanbourne and the Boatshed and the other part of his triangle of influence—Subiaco Oval. He has a triangle of influence down there as he buys his Beluga caviar on the way home to read his Marx manuscript!

As I was about to say, there are two clear strategies—to build a stadium at Burswood by 2018 and, funnily enough, to be able to get there and get away, or to not have a stadium until the next decade at Subiaco Oval where people will have to wait and to which people will never be able to get.