

RAILWAY (METRONET) AMENDMENT BILL 2019

Introduction and First Reading

Bill introduced, on motion by **Ms R. Saffioti (Minister for Transport)**, and read a first time.

Explanatory memorandum presented by the minister.

Second Reading

MS R. SAFFIOTI (West Swan — Minister for Transport) [12.11 pm]: I move —

That the bill be now read a second time.

Before I commence the second reading speech for the Railway (METRONET) Amendment Bill 2019, I am required under section 18A of the Transport Co-ordination Act 1966 to table a report by the director general of Transport on the planned construction of a new railway line from Bayswater to Ellenbrook, and under section 96(2) of the Public Works Act 1902 to table a map showing the course to be taken by and the middle line of the railway. I table the report and map.

[See papers 2871 and 2872.]

Ms R. SAFFIOTI: I am very proud today to deliver the second reading speech introducing the Railway (METRONET) Amendment Bill 2019. The purpose of this bill is to implement the legislative authority for the construction of the Morley–Ellenbrook rail line. This will enable the delivery of the McGowan government’s signature election commitment of building a rail line to Ellenbrook, creating thousands of jobs for Western Australians in the process.

The 21-kilometre line will run from the growing Ellenbrook town centre, along the western side of the new Lord Street, through land north of Marshall Road and down the middle of Tonkin Highway, connecting at Bayswater station at the Midland line. New Metronet stations are planned for Bayswater, Morley, Noranda, Malaga, Whiteman Park and Ellenbrook, with a further station planned for Bennett Springs east as that area is further developed. Bayswater station will undergo a major redevelopment, becoming a key Metronet precinct, with a new higher rail bridge, improved connections and a new road configuration aimed at reducing congestion. Works on the Bayswater station component of the Morley–Ellenbrook line are expected to commence later this year.

Morley station and Noranda station will be built within the Tonkin Highway median and will serve their local suburbs and a broader catchment both east and west of Tonkin Highway, including the suburbs of Beechboro, Kiara, Lockridge and Eden Hill. Malaga station will be built to the west of Beechboro Road North and will connect to the strategic commercial and industrial jobs in the Malaga employment hub and serve the nearby suburbs of Ballajura, Bennett Springs, Alexander Heights and Landsdale. Whiteman Park station will provide a world-class public transport connection to the entry to one of Perth’s premier tourist destinations. The new Whiteman Park station will provide tourists and Western Australian families alternative transport options when visiting the park and will serve as the local station for residents in Dayton, Brabham and Henley Brook.

The completion of Ellenbrook station will finally complete the vision for the local town centre that has been decades in the making. Ellenbrook has continued to grow rapidly over recent years and a new train station will connect local residents to much-needed employment, health and education facilities in key centres. Metronet is all about creating an integrated and coordinated public transport network for the future. I have said repeatedly that these suburbs along the rail corridor are being developed and planning for future growth in the corridor is happening now. This rail line is not creating urban sprawl; it is matching the existing urban development front and is already helping to facilitate better planning outcomes. Future growth centred around train stations will ultimately lead to higher public transport patronage, shorter journey times and better access to jobs.

Building a rail line to Ellenbrook will increase the connectivity of the public passenger rail network, alleviate urban congestion, and ensure efficient travel times for those accessing jobs, services and amenities. This development comes after a lack of investment on necessary transport infrastructure throughout the corridor in the past. Station and precinct design will incorporate bus, cycle and pedestrian links to provide more sustainable and active travel patterns. The delivery of the new rail line will also bring improvements to the surrounding bus network as services integrate with new stations.

Modern public transport connections enhance local communities and provide invaluable links to the wider metropolitan area. I want the communities of the north-eastern suburbs to experience the benefits that a train line can bring, as previously demonstrated through the delivery of the Mandurah and Joondalup lines.

The Railway (METRONET) Amendment Bill 2019 is the latest milestone in the delivery of the McGowan government’s program of job-creating Metronet projects. It is with great pride and honour that I commend this bill to the house.

Debate adjourned, on motion by **Dr D.J. Honey**.