



## METRONET Connecting Perth's Suburbs



WA  
Labor



**Mark McGowan**  
and WA Labor.  
**Better** Priorities  
Better **Future**

Western Australia is the fastest-growing State in Australia, with Perth's population predicted to double by 2056.

As the traffic congestion and jam-packed trains show, poor planning for the future by the Barnett Government has resulted in a transport network which cannot even cope with today's demands.

Perth needs a rail system which works, both for today and the future.

Yet Colin Barnett and the Liberal Party have continually broken their public transport promises, like building the Ellenbrook railway and extending the railway to Clarkson.

Colin Barnett has prioritised inner-city projects at the expense of the public transport services people in the suburbs need.

We will build METRONET to connect Perth's suburbs.

Our plans to develop the North Circle and South Circle routes will connect most of the future suburban centres together.

For the first time, they will allow east-west connections across the suburbs of Perth, meaning people will no longer have to travel into the CBD to get to their final destination.

**We have the right priorities.**

**Better priorities, for a better future.**

## SUMMARY

- Perth is suffering a congestion crisis and our rail system is struggling to cope. Over the past eight years, the number of people boarding Perth trains has doubled.
- The Barnett Government has contributed to our congestion crisis by having the wrong priorities and cancelling promises, like the Ellenbrook railway.
- WA Labor has a strong record in delivering on rail, including the Joondalup and Mandurah lines.
- WA Labor will build METRONET, connecting Perth's suburbs with rail to solve our congestion crisis.

### REASONS FOR OUR CONGESTION CRISIS

It is clear that Western Australia's infrastructure is not meeting the demands of a growing State, as we are reminded daily by crowded trains and congested roads.

About 1000 people are moving to Perth each week but its rail system is struggling to cope with passenger demand. Over the past eight years, the number of people boarding Perth trains has doubled, from 31.1 million to 63 million.

Western Australia is Australia's fastest-growing State, with its population increasing at twice the national average. The Australian Bureau of Statistics predicts that Perth's population will more than double by 2056, to 3.4 million people.

Yet poor planning for the future by the Barnett Government has resulted in a transport network which cannot even cope with today's demands.

Instead, the Barnett Government has chosen to prioritise inner-city developments, like the Elizabeth Quay project, which will add to congestion and not fix the problems people living the suburbs face in going about their daily lives.

### WHY THE LIBERALS CAN'T BE TRUSTED WITH RAIL

The Barnett Government's response to Perth's congestion has been too little, too late — and often wrong.

Last year, it released the draft *Public Transport for Perth in 2031* plan, which underestimated Perth's level of growth. WA Labor understands the Barnett Government has received, but refuses to release, reports showing roads will not handle projected growth in traffic.

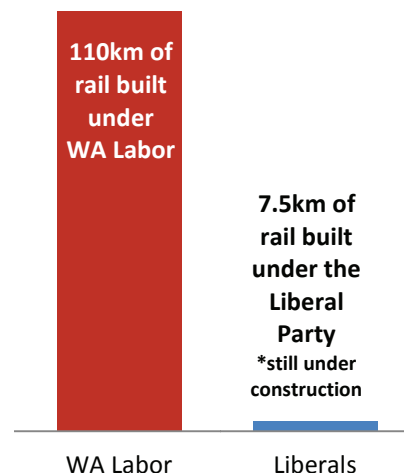
We need urgent action to fix our congestion crisis. Many of Perth's biggest growth areas will not have any rail services in the next 20 years.

These include the growth areas around **Southern River, Byford** and around the **Wanneroo** townsite (from **Pearsall to Tapping**). Other growth areas do not have the services to meet their future demand, like the north-east corridor (around **Ellenbrook**), between **Warnbro and Mandurah**, south of **Cockburn Central** and east of **Perth Airport**.

As the 2013 Election has drawn closer, the Barnett Government has tried to cover up its failures, promising a new train station and light rail system.

But history shows the Liberal Party has a long list of broken public transport promises, including to build Greenwood station, extend the railway to Clarkson and building the Ellenbrook railway.

Colin Barnett has the wrong priorities. Instead of prioritising rail for the suburbs, he has prioritised inner-city projects, like Elizabeth Quay.



## WA LABOR'S PLAN TO EASE CONGESTION

A McGowan Government will make it a priority to build METRONET.

METRONET will connect our suburbs, reduce congestion on our roads and give Perth the rail system it needs for the future.

Public Transport Authority figures (see graph) show that train patronage figures rise sharply as new railways are built. More people on trains means fewer people on the road.

Our key priorities for building new infrastructure on METRONET are:

### 1. New North Circle route

- the Ellenbrook line, with new stations at Walter Rd, Noranda, Bennett Springs, Whiteman and Ellenbrook
- railway line connecting the Joondalup line (at Balcatta) to the Ellenbrook line (at Noranda), with new stations at Balcatta, Wanneroo Rd, Mirrabooka Ave and Alexander Drive.

### 2. New South Circle route

- the Airport line, with new stations at Airport West, Perth Airport and Forrestfield
- railway line connecting Thornlie station to the Mandurah line, with new stations at Nicholson Rd and Ranford Rd

### 3. Extension of the Clarkson line

- extension to Yanchep, with new stations to be determined

### 4. Extension of the Armadale line

- extension to Byford, with a new station at Byford

## 5. New stations on the Mandurah line

- new stations at Atwell and Karnup

We know that as the population of Perth grows, the city's structure will evolve. The days of a single Central Business District surrounded by suburbs will be replaced by a city with multiple key suburban centres — like Morley and Stirling — providing diverse work and lifestyle opportunities.

WA Labor's plans to develop the North Circle and South Circle routes will connect most of the future suburban centres together.

For the first time, they will allow east-west connections across the suburbs of Perth, meaning people will no longer have to travel into the CBD to get to their final destination.

## WA LABOR'S RECORD ON RAIL

Only WA Labor can be trusted to deliver the rail system which Perth needs, as our record shows:

- Re-opened the Fremantle railway line (closed by the Liberal Government in 1979);
- Electrified the Perth rail network;
- Built the Perth to Currambine Railway;
- Built the extension from Currambine to Clarkson;
- Built the Perth to Mandurah Railway;
- Built the rail line to Thornlie;
- Constructed new rail stations on existing lines at Armadale, Bassendean, Gosnells, Greenwood, Kelmscott and Victoria Park.

