



Speech by

Dr Mark Robinson

MEMBER FOR CLEVELAND

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APPROPRIATION BILLS: ESTIMATES COMMITTEE F

Dr ROBINSON (Cleveland—LNP) (2.32 pm): I rise to speak to issues pertaining to Estimates Committee F. I wish to refer to several aspects relating to public transport arising from the committee report. In the committee report, the shadow minister for main roads and transport, Fiona Simpson, makes a range of pertinent points across this portfolio. I congratulate the shadow minister for her excellent work in the committee to make this government accountable. It was obviously difficult at times to get useful information from this evasive government. It seems in so many ways that it hides the truth from the public. This dark climate of secrecy was rightly condemned by Fitzgerald, and only a royal commission will reveal the depth of corruption in this government.

I echo the comments of the shadow minister in the committee report that the government continues to fail to provide South-East Queensland with an effective transport network and that the government has failed to plan properly and to coordinate infrastructure provision. In my electorate, the government continues to fail in planning and delivering key transport infrastructure and services.

Firstly, with regard to the Eastern Busway, the government has pushed back until 2026 the date of construction of stage 3 of the busway to the Redlands. I continue to call on the government to commit to a much earlier date to provide badly needed relief to the current traffic chaos that Cleveland and the broader Redlands area already face. 2026 is too far off and locals are concerned it might fall off the planet.

Secondly, with regard to the duplication of the Cleveland railway line, peak rail services from Cleveland to the city are grossly overcrowded. Despite the transport minister's recent statements to the contrary, the overcrowding is in fact getting worse. Duplication of the Cleveland line is absolutely necessary to facilitate more frequent train services. I again call on the government to bring forward plans to duplicate the Cleveland line and thus provide adequate rail services for the residents of the electorate of Cleveland.

Thirdly, with regard to the upgrade of the railway station parking facilities, in the entire electorate of Cleveland the government has committed to a paltry 50 parking spaces allocated to the Birkdale station area with the possibility of a few more at Ormiston. This is a miserly contribution to the park-and-ride needs of Cleveland commuters, particularly when there is a bigger parcel of land immediately next to the Birkdale station and beside the disabled entry to that station. Already several hundred local residents, via petition and e-petition, have requested that the government make available the bigger plot of land that is perfectly located for parking. I again call on the government to listen to the residents and provide for adequate parking at Birkdale station and to do so in this current financial year.

Fourthly, with regard to the One Mile jetty pontoon at Dunwich, North Stradbroke Island, the One Mile project is a typical example of problems this government appears to have in planning and delivering in public transport. This needy island project has been on the government's books for many years. It is a promise that has been announced, reannounced, revisited and recycled over and over and still has not been delivered. The project is now critical for emergency medivacs from the island, for disabled access and for general public safety. It is a terrible accident waiting to happen. Locals are bewildered about why it has taken the government so long to deliver this relatively easy project. I call on the government to give

assurances to the people of Dunwich and North Stradbroke Island that they will start construction of the pontoon in the early part of 2010, as previously promised.

Fifthly, with regard to TransLink services in the Redlands, I call on the government to stop plans to cut bus services in the Redlands, particularly those that service the needs of the elderly. Further, I call on the government to extend the rollout of TransLink to include the ferry services to North Stradbroke Island and the southern Redland Bay islands.

In conclusion, the 2009-10 budget was unkind to the people of Cleveland when it comes to public transport. Big-ticket items were sadly missing but the government still has opportunity to salvage some credibility by providing more peak trains and park-and-ride facilities, retain bus services, build the One Mile pontoon and roll out TransLink services to the islands.