



Speech By  
**Mark Robinson**

**MEMBER FOR CLEVELAND**

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**APPROPRIATION (PARLIAMENT) BILL; APPROPRIATION BILL; DUTIES AND  
OTHER LEGISLATION AMENDMENT BILL**

 **Dr ROBINSON** (Cleveland—LNP) (3.56 pm): I rise to speak to the 2016-17 budget handed down by the Treasurer on Tuesday, 14 June, the second budget of this Labor government. This state budget just handed down has left Cleveland residents out in the cold once again and North Stradbroke Island residents unemployed and short-changed as Labor's infrastructure freeze on major projects in the Cleveland electorate sets in.

Previous budgets of the LNP government delivered essential infrastructure and services for the people of the Cleveland electorate—things like Toondah Harbour; at Redland Hospital shorter waiting lists for surgery and dental care; a new palliative care service; better public transport; needed school buildings; record fishing and boating marine infrastructure; and job protection on North Stradbroke Island among other achievements, all while repairing the unsustainable state finances left behind by Labor. Labor's budget delivers nothing substantial that is new and nothing from their own planning and funding—just more nothing for Cleveland.

With the change of government in January 2015, we left the state government finances in a much improved position and the incoming government with a more stable economic situation on which to build. Unfortunately, instead of continuing our successful financial strategies this second Labor budget shows they have gone back to their old ways of high spending, higher taxes, higher cost of living, higher cost of doing business, a ballooning Public Service and dangerous levels of debt.

The first Labor budget was bad for the economy, bad for jobs and bad for growth—and this budget is like the first. It has rightly been called a magic pudding budget and a budget of cheap trickery. It fails in real terms to follow through on promises of debt reduction and job creation. It is a budget of raids, rip-offs and writedowns. The 2016-17 budget is a budget based on false hope. In terms of jobs, the Palaszczuk government promised jobs now and for the future, but since the last budget we have seen more than 2,000 full-time jobs lost every month with more job losses in places like North Stradbroke Island still to come.

In terms of infrastructure, infrastructure investment is down to record lows. In terms of growth, the growth rate has been cut by almost a quarter. In terms of debt, debt continues to climb towards \$80 billion over the forward years, risking another Labor credit downgrade. Raiding the GOCs and the Public Service superannuation scheme to balance the books has been labelled a risky strategy and one that will do nothing to alter the net debt position of the state.

In terms of the public sector, under Labor, public sector staff costs—mainly in Health and Education—are set to balloon by 7.3 per cent this year, with a further 4.9 per cent blowout likely next year. In terms of a plan, unlike Labor we have a clear plan to create jobs for future generations of Queenslanders. An LNP government will implement our plan to get Queensland working, with targeted support for small businesses and workers that leads to jobs and opportunities for Queenslanders.

I turn my attention specifically to my electorate of Cleveland. This budget does not deliver for the people of Cleveland. Instead, it sets in an infrastructure freeze on major projects that began last year. A wintery chill has set in around Cleveland, as the Palaszczuk Labor government overlooks Cleveland for major projects for the second year in a row. This politically green, extreme left, Labor-Independent minority government has been frozen at the wheel for two budgets now, and the big freeze on infrastructure in Cleveland continues in the form of no new major projects or services in health, education, transport and roads among other things.

This government's greater Brisbane document that they tabled as part of the budget shows that there are no plans for any major infrastructure projects of their own in the mainland Cleveland electorate. The residents of Cleveland, Thornlands, Birkdale, Ormiston and Wellington Point will get nothing new from this government of any significant scale—nothing major in education, health, public transport, main roads, marine and boating infrastructure.

In terms of the freeze on health in Redland city, the infrastructure freeze extends to health in Cleveland. There is no new commitment to Redland Hospital expansion to land north of the current site. I keep before the government how critical it is to not sell this asset, the land, and to keep this land north of the hospital for the needs of the ageing and growing Redlands community in the future.

The budget suggests that there are no new capital projects being planned for Redland Hospital, like an intensive care unit, a rehabilitation area, a new wing with beds or even a car park upgrade—unlike the LNP government that established a new palliative care service in our time in government at Redland Hospital. This new palliative care service included an in-hospital, five-bed palliative care unit based at Redland Hospital, plus additional in-home capacity on top of that.

This budget contains no announcements about ambulance services at Cleveland or Birkdale stations, or nothing that can be identified yet as such. I hope they will have the resources for the personnel and equipment that they need. Under the LNP government, more ambulance officers, equipment and new ambulances were provided at these stations. Under the LNP government, we got our fair share of health funding but under this Labor government we are getting a hospital infrastructure freeze in Redland city.

What about the freeze on education infrastructure in Redland city? Again, we see that Cleveland schools are not receiving their fair share of capital funding. We see an infrastructure freeze in that regard. This budget fails to deliver an indoor multipurpose auditorium for Cleveland high school. It is one of only two state high schools, I am told, without a hall or auditorium in which the whole school can assemble under cover. Almost 2,000 students now attend Cleveland high school—

**Mr Krause** interjected.

**Dr ROBINSON:** Yes, 2,000. An undercover auditorium is badly needed, but once again this government has ignored that request of the principal, Paul Bancroft. For 10 years or more—maybe 14 years, and mainly during Labor state reign—he has been requesting that auditorium. We have had 14 continuous years of one Labor government that did nothing about this need, and again they have an opportunity to fix it. Labor has failed to plan for the extra classrooms our students need over the next several years. Some of those classrooms are needed at Cleveland high school now, and in the very near future they will be needed even more so—either that or they need to start planning now for a new high school in the southern Thornlands area.

What about the freeze on major public transport and roads projects in Redlands? Again, the infrastructure freeze in Cleveland has seen no substantial funding for transport and main roads infrastructure projects. There should have been funds to fix congestion on major arterial roads that are important to Redland city commuters, seeing as the government inherited a much more sustainable financial outlook than what we did when we came to power. There should have been funding for Cleveland-Redland Bay Road, for example, or for other road projects like signalling the increasingly dangerous intersection of Shore and Wellington streets. With the exception of the continued rollout of the LNP's flashing lights in schools initiative, little has happened. Regarding roads, the Mayor of Redland City, Karen Williams, spoke of the state budget this week and said—

The absence of funding in the State Budget for Redlands roads highlights the need for alternative and innovative options to be considered to clear traffic congestion hotspots.

That is a very damning indictment of this government by a very balanced and popular mayor. The absence of funding in the state budget means she has to look elsewhere and she cannot look reliably on this government to provide funding for the state roads. Mayor Williams said—

A market-led proposal ... remained the best option to fast-track much-needed roadworks to address worsening traffic congestion in a number of areas of the Redlands.

She went on to say—

Residents made it very clear to us before and during the election campaign that congestion was a major issue, and we know the worst choke point is Cleveland-Redland Bay Road.

While this is a State-controlled road—

this is very interesting—

we do not expect it to be on the State Government's roads agenda any time soon.

This is again a sad indictment of this failed Labor government. She continued by saying that we—

... need to find other ways to upgrade the road, which is one of the major links within our city.

**Mr Brown** interjected.

**Dr ROBINSON:** I hear the member for Capalaba wants to have a toll on the road. He can look at that policy if he wants to. The mayor continued—

If we are to get this work started and finished, the best option looks to be a partnership between Council, the Government and the private sector.

She went on to say—

The reality is we just cannot afford to do nothing. As this road does not seem to be a priority for the State—

again, what a major and sad indictment of this failed Labor government—

we have to convince them that it is for us and we are ready to work with them and the private sector to complete the work.

Mayor Karen Williams said—

... a report commissioned by Council ... showed the worst traffic congestion within the Redlands was mainly on State-controlled roads. It identified Cleveland-Redland Bay Road as a priority for consideration—

What an indictment on this government. The mayor went on to talk about one other road that needed attention. She said that it was neither a Redland City Council road nor a state road but it was a road that was nonetheless important to Redlands people—that is, Rickertt Road through the Green Camp Road corridor. She said that Rickertt Road in the city's north has been a worsening choke point for many months.

It was with great pleasure that I was able to advise the parliament last night that, through the very kind of partnerships that the mayor has called for to fix roads that are important to Redland city residents, the LNP federal government and the LNP Brisbane City Council have announced a \$10 million upgrade of the Rickertt Road and Green Camp Road intersection as part of a bigger \$20 million road upgrade of that road corridor. This means a faster commute to and from work and getting kids to school and home earlier on a road that the RACQ has called the fourth most unroadworthy road in the state based on a 2016 survey of 427 roads. It is a road that carries 1,000 cars per hour at peak times and it can be so congested that traffic backs up two kilometres.

Local residents in Wellington Point, Birkdale and other parts of the Cleveland electorate are already expressing their gratitude to the LNP, particularly to federal MPs Andrew Laming and Ross Vasta, for joining with me, the LNP Brisbane City Council and Mayor Karen Williams, for the hard work, persistence and innovative approach to getting the job done—when for 14 years of the last state Labor government, before this one, nothing happened. They were asleep at the wheel; they were frozen at the wheel.

**Mr Brown** interjected.

**Dr ROBINSON:** The member for Capalaba wants to have another go. The government fails again to consider major public transport projects like the duplication of the rail line from Cleveland to Manly and also the Eastern Busway to Capalaba that state Labor promised to build from state funds alone but now has put on the backburner. The government seems to have no interest or plan to improve facilities or provide more car parking at Birkdale station. At Cleveland station the government has changed the parameters of the development of the station in terms of the number of commuter car parks which has short-changed the locals. The lack of parking is no fault of the Redland City Council but, because the Labor government has moved the goalposts since they came into government—they have reduced the number of park-and-ride car parks that was supposed to be part of that development—this has greatly upset the locals who live nearby. I join with the local people and residents of that area in demanding the government provide more car parks as part of the plan as was originally intended.

I turn to North Stradbroke Island. The people of North Stradbroke Island are fast realising the hardship that will soon be visiting them because of the decision of this government to prematurely close the mine and sack all of the workers. The cost of Labor's early closure of mining on North Stradbroke

Island was meant to be compensated for by a \$20 million economic transition over five years, a fund that the Australian Workers' Union claimed should be \$200 million and should include many other projects that would help a transition. The people of North Stradbroke Island are angry that the fund is far too small and poorly targeted.

To add insult to injury to North Stradbroke Island residents, this Labor government's budget has announced that only \$2½ million of the inadequate \$20 million will be spent in the first year, 2016-17, thus short-changing the people of North Stradbroke Island by \$1½ million, which is what one would expect based on an average of \$4 million per year over 20 years. There will be \$1½ million less spent in the first year than what is required—and far more is required, anyway. Further, it is becoming clearer that Labor's early closure will cost about 150 direct jobs and put a further 150 or more jobs at risk on the island and across Redland city. There needs to be additional investment in North Stradbroke Island including the commitment of somewhere in the range of \$30 million to \$50 million for a tourism redevelopment of Dunwich Harbour, otherwise the gateway to Straddie's tourism future will become a strangling bottleneck.

The plight of the Quandamooka people on North Stradbroke Island is also of great concern to me as it has been over the last seven years that I have been the local member. I appreciate and enjoy the good relationships that I have with the vast majority of the Quandamooka people and families and the majority of the elders as well. I thank them for their advice over the years on how best to represent them in the parliament.

With many Aboriginal workers to lose their jobs due to this Labor government's decision—and many will; 30 per cent of Sibelco are Indigenous workers—the concern is that the gap between Indigenous and non-Indigenous Australians on North Stradbroke Island will widen. This government has ignored the COAG partnership and agreement with respect to the Closing the Gap agenda. I appreciate the work of Indigenous Queensland Senator Joanna Lindgren, who has pointed this out at a state and a federal level as she seeks to represent Indigenous people and to reduce their disadvantage in Queensland. I think she does a wonderful job in representing her people. She points out that this is a critical thing about the Closing the Gap agenda that this government has forgotten.

In terms of recreational fishers and boaties, successive LNP budgets in terms of Cleveland have delivered for recreational fishers and boating communities. The LNP budgets delivered over \$1 million, which upgraded and resurfaced the Wellington Point reserve boat ramp—working with the council—built a new boat ramp and two new floating walkways at Cleveland and extended artificial reefs with artificial reef balls at Peel and Coochie reefs, sunk a barge at Harry Atkinson reef and funded the construction of a new artificial reef at Turner reef off Scarborough. Another artificial reef was being planned for inshore waters off Wellington Point but the current government has prevented that from going ahead at this stage. I will continue to fight for this reef and for more artificial reefs throughout Moreton Bay. In this budget, like Labor's last one, boaties and fishers in Moreton Bay have been left out in the cold with no new commitments visible yet.

In conclusion, much was achieved in the Cleveland electorate by the LNP while we were in government. However, the infrastructure freeze imposed by this Labor government upon the people of Cleveland is unacceptable. I call on the government to give Clevelanders a fair go and give them the fair share that they are entitled to. Hopefully Cleveland will not be cast forever into an eternal winter. It is my hope that Labor will start to invest in Cleveland again. Thankfully, the LNP cares about the people of Cleveland—with new federal funding commitments to roads and health—and I want to acknowledge Andrew Laming for his hard work in this regard. I urge the people of Redland city to reject Labor at the federal election. Queensland cannot take three years of hard Labor at both the state and federal level.