



Speech By
Mark Robinson
MEMBER FOR CLEVELAND

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ADJOURNMENT

Cleveland Electorate, Transport Infrastructure

 **Dr ROBINSON** (Cleveland—LNP) (9.11 pm): I rise to speak to two transport issues in the Cleveland electorate that I have spoken about in the House before. The first issue is the Cleveland station redevelopment. Late last year I informed the House that I was withdrawing my support for the redevelopment of Cleveland station in its present form. I reiterate that this withdrawal of support was owing to car parks, which were planned for the Cleveland and Birkdale stations, being transferred—or stolen—from the Cleveland electorate and given to the neighbouring Labor electorate of Capalaba at Thorneside station in a blatant act of Labor pork-barrelling.

Through a question on notice on 11 October, the then transport minister advised that the Thorneside Railway Station had received 47 new car park spaces. These spaces came from the spaces that were allocated to the Birkdale station and the reduction in the number of spaces at the Cleveland station redevelopment to 17 extra spaces only. Many local residents and commuters are frustrated by the loss of the promised car parks. I stand with the local residents and the rail commuters and demand that the government reinstate these stolen car parks.

The second transport issue is the intersection of Shore and Wellington streets. I again raise the issue of the signalling of the Shore and Wellington streets roundabout in Cleveland in the hope that this project can be progressed sooner rather than later. For many years the roundabout has needed upgrading and, under successive state and federal Labor governments, nothing has been done.

After fighting for Labor to do something for years, it was the intervention of the federal LNP government via Andrew Laming that has kickstarted the project, with an investment of \$3.5 million for a no-frills, basic intersection upgrade or, as another option, a shared approach with other levels of government in a bigger project. Sadly, the initial response of state Labor via the local member for Capalaba was to talk down the project. Recently, I called on Labor to be more positive about this important project and for the minister to support it.

I am pleased to be able to report that Minister Bailey has finally ignored the negativity of the member for Capalaba and his attempts to freeze Cleveland out of all state funding and has admitted that this could be a worthwhile project. Further, the minister contradicts the statement made by the member for Capalaba that Transport and Main Roads had no plans for the intersection. The minister admits in a letter dated 8 December to the mayor of Redland City Council that previous preliminary planning was undertaken by his department.

After I raised the matter in the parliament and after Redlands mayor, Karen Williams, wrote to the minister, I am glad to report that the minister has written to the mayor and now seems to see that allowing the LNP federal government to invest \$3.5 million into a state road is a good idea. Discussions have commenced between the state government and Redland City Council. The options exist for the federal government and the council to go it alone or for the state government to partner in a better solution. The state government has the options. I ask the minister to continue to be constructive so that the people of the Cleveland electorate get a fair go.