



Speech by

**BARBARA STONE**

**MEMBER FOR SPRINGWOOD**

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### TRANSPORT

**Ms STONE** (Springwood—ALP) (6.43 p.m.): Tonight it is with great pleasure that I rise to speak in this debate. If there is one area in this state that has known all about poor transport planning in the past it is the Logan-Gold Coast corridor. I am extremely happy to inform the House that this is a thing of the past thanks to the Beattie Labor government. Tonight I will tell members a bit about the first-class public transport system Logan now has.

Saturday, 30 August was a huge day for Springwood and an enormous leap forward for public transport in Logan. The Springwood bus station was opened by Steve Bredhauer and, along with my Logan parliamentary colleagues and members of the community, we got to see this \$23.1 million piece of infrastructure up close. The new bus station has three platforms, lift and stair access and a pedestrian overpass spanning the eastern service road to provide access to the Springwood shopping and business precinct. It has state-of-the-art features, including 24-hour security monitoring, driver facilities and public toilets. A new underpass provides access to the station for cyclists and pedestrians. Bike racks, a dedicated parking facility, and a kiss'n'ride facility mean that bus patrons can walk, ride, drive or be dropped off. This \$21.3 million investment in public transport in Logan destroys the opposition's argument that the government is not committing money to transport infrastructure.

Let us take a stroll down memory lane to Logan just a little over 20 years ago. If we wanted to catch a bus to Brisbane, we would stand on the Pacific Highway and flag down a Greyhound bus. Pregnant women who had to go to the Mater Hospital—because in those days we did not have the Logan Hospital—would stand in the sun on the Pacific Highway and flag down a Greyhound bus. Who was in government then? Who was advocating for the people of Logan to have public transport then? Certainly not the National Party government of the day! What did the coalition do for transport in the Logan-Gold Coast corridor? Its answer to public transport and road congestion was to sell off the rail corridor land. That is right; it did not want travellers south of Brisbane to hop on a train and leave their cars at home. It was a Labor government that bought back that land, and today the Gold Coast rail line is one of the busiest in the state. If it were not for the Labor government, where would the people of the Gold Coast and Logan areas be now? Probably still flagging down a long-distance coach on the Pacific Highway.

When Logan finally did have a bus roll into the city, the destination on it was Taronga Park Zoo. Back then, no-one would help establish a bus service in Logan, so the buses were purchased from New South Wales. Who was in government then? The National Party! The Labor Party has planned and is planning for public transport that gives choices. Buses, trains, bikes, pedestrian walkways and integrated ticketing is what our future is about. Choice is what a good transport system is all about. The people in my electorate of Springwood have a choice—a choice between a government that is planning for the future or the opposition's alternative, which is nothing.

I find it incredible that the biggest critics of the Springwood bus station, the Logan-Gold Coast rail corridor and other forms of public transport in Logan are the National and Liberal party councillors of Logan East. These are the people who are assisting public transport the least. When it comes to public transport planning, what have they done? Have they put any money into bus services? No! Have they designed streets that buses can even drive in? No! When they do identify a spot for a bus stop and the bus can fit in the street, they ask the government to pay for the bus shelter.

I will tell members what the National Party has been doing for transport in Logan. I have it from a reliable source that the National Party candidate for Springwood has been digging for dirt on the Springwood bus station. I am here to give her the dirt: 248 more bus services per week for the people of Logan! That is the dirt. Nine routes will stop at the Springwood bus station, with two local feeder services and seven Springwood to Brisbane services. The combined Springwood-Brisbane routes will provide a bus frequency of 10 minutes in morning peaks. Six services an hour will operate from the station in midweek daytime off-peak periods, doubling the current service levels between Springwood and Brisbane. There is more. From the Logan Hyperdome a five-minute frequency bus service during the midweek morning peaks now exists. New express services from the hyperdome now take 35 minutes to travel to Brisbane, saving a travel time of 20 minutes compared with the all-stops service that existed. Greater interchange opportunities exist for the introduction of feeder buses into Springwood and the Loganholme Hyperdome stations. Now people wait only five minutes for connecting services. Never before has Logan had such a high-frequency bus service. The people of Springwood used to dream about services like this.

When I was elected I told the people of Springwood that I would put Springwood first. When it comes to improved bus services I have delivered and I will keep fighting to deliver on my promises to those people. The government has made a huge difference to the way people in Logan view public transport. The Springwood Bus Station, improved services and integrated ticketing are the ingredients that make up good planning for future public transport.

Time expired.