



Speech by

Michael Crandon

MEMBER FOR COOMERA

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APPROPRIATION BILLS: ESTIMATES COMMITTEE D

Mr CRANDON (Coomera—LNP) (8.38 pm): I rise to speak to the report of Estimates Committee D, ably chaired by the member for Brisbane Central. A major issue for the Coomera electorate is access to the M1. The Coomera electorate is bordered by the M1 from the Logan River and Eagleby in the north to Coombabah Creek and Helensvale in the south. Some 10 exits affect the Coomera electorate over its 31 or so kilometres. The most difficulty is experienced at exits 38 and 41, which are both at Yatala, and exit 54 at Coomera. Exit 54 is a major problem. I have spoken about it in this House before. There is little in estimates to provide any relief, particularly for exit 54. A slip-road on the western side of the M1 has the potential to create more problems for the eastern side.

I can give members an instant fix, at least partially, for exit 54. It is quite simple, really. Increase the number of additional trains on the Gold Coast line beyond the one that is being promised by January 2010, when Varsity Lakes opens. One in 2011 is also a possibility. There has been no consideration whatsoever for the growth in the Coomera area when decisions have been made about the Gold Coast train line.

The Minister for Transport has credibility issues. We have heard the minister wax lyrical in this House about new trains for Caboolture and Ipswich. An extra 15,000 commuters a week can be accommodated, says the report. That may be additional capacity but it is not what is needed.

These figures are not supported by the government statistics. The government is spending billions on the Ipswich line. By the way, I congratulate the government for the planning in that area. Why will the minister not listen? Surely the minister has advisers telling her what is needed. The Gold Coast line needs more trains.

Let us have a look at the figures on passenger numbers and rolling stock. New six-car train sets have been provided. The Ipswich line has five trains, the Caboolture line three trains and the Gold Coast line no trains. That is eight six-car train sets for Caboolture and Ipswich when over the past two years combined growth has been around 1,293 travellers in the morning and 1,284 in the afternoon. There have been no six-car train sets for the Gold Coast when over the past two years—the same period—growth has been 1,094 travellers per day in the morning and 1,134 in the afternoon.

People might say that they were more needy, more overloaded. This is not so. In the morning the Caboolture line compliance capacity before the trains were put on was 56 per cent. After, it was 33 per cent. For the Ipswich line it was similar figures—58 per cent before the new trains and 23 per cent after.

Ms GRACE: I rise to a point of order. Estimates Committee D did not actually cover the portfolio of Transport; we only dealt with Main Roads. I seek a ruling on relevance.

Mr DEPUTY SPEAKER (Mr Hoolihan): Order! That is not a point of order.

Mr Hopper interjected.

Mr DEPUTY SPEAKER: Order! Member for Condamine! I do not need a ventriloquist. The member for Coomera may continue.

Mr CRANDON: The Robina line compliance capacity in that same period, when we saw 56 per cent for Caboolture and 58 per cent for Ipswich drop to 33 per cent and 23 per cent respectively, was—wait for it—83 per cent before those trains were put on to the Ipswich and Caboolture lines and 86 per cent after. Eighty-six per cent of the carriages were overloaded during that same period. The figures were similar for the afternoon trains.

Let us turn to population growth. The population around the Coomera area in 2008 was 28,800 people. It is expected to be 53,000 in 2011—an 85 per cent increase. What about some comparisons? One of the 10 fastest growing local areas is the Gold Coast. It had growth of 16,500 people in 2006-07 as opposed to growth in Ipswich of 5,026. This confirms that, in sheer numbers, the Gold Coast is the fastest growing local government area in Queensland.

We need more trains. More trains will solve traffic problems around exit 54 on the M1. I have been saying—and I will keep on saying—that it would be a win-win for everyone and particularly for exit 54 on the M1.

(Time expired)