



Speech by

Michael Crandon

MEMBER FOR COOMERA

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TRANSPORT AND OTHER LEGISLATION AMENDMENT BILL (NO. 2)

Mr CRANDON (Coomera—LNP) (8.02 pm): I rise to speak to the Transport and Other Legislation Amendment Bill (No. 2) 2010 with regard to light rail. I was quite taken by the claims that we are going to take 75,000 cars each day off Gold Coast roads by 2016, as stated by the member for Burleigh here earlier today. I would like to see that. How is a 13-kilometre stretch of light rail going to take 75,000 cars off Gold Coast roads? How is that measured? Where are the people coming from and where are they going to, for goodness sake? Where are the 75,000 cars going to be parked, or are the people going to walk to the area to use the light rail? Maybe all of those things are possible. But where do the figures come from? That is what I would like to know. I would like to hear an explanation from the minister, if she could possibly dig all of those figures out for me.

I did a little bit of research. First of all, I went to the *Australian Financial Review*. I read in the *Australian Financial Review* that the light rail project is 'expected to take about 75,000 cars off the coastal strip by 2016'. That sounds similar to the figure that was mentioned here earlier tonight. I then went to the *Gold Coast Bulletin*, which says—

"These major tenders confirm the project will be delivered and we will build a transport network that will take 75,000 cars off Gold Coast roads when it is completed in 2014,"

So we have 2016 on the one hand and 2014 on the other hand. That was a direct quote of the Premier in the *Gold Coast Bulletin* of 13 May 2010. Then we have the *Australian Financial Review* again stating—

The project, which is expected to take about 75,000 cars off the coastal strip by 2016, is due for completion in 2014.

That is all wonderful, but where do the figures come from? Where do these quotes come from? So I go to the Gold Coast Rapid Transit Concept Design Impact Management Plan and do a search for '75,000' to see how many times that might come up. The 'Background' chapter states—

For the Gold Coast, the aim is to increase the mode share to 6.5 percent by 2011—

so this cannot possibly be anything to do with this 2016 figure we have been hearing, but let me read on— which would require patronage of 130,000 trips per day, compared with the present 75,000 trips per day.

No, that is not the 75,000 that we are looking for.

Let us dig a little bit deeper. We go along and find a figure of 75,000 mentioned in one of the tables. Table 8-38 refers to Surfers Paradise and mentions a 75,000 figure in the detail, but that 75,000 figure relates to 2026. So obviously that is not where we are expecting to get these accurate figures from. So we go along and we find table 8-55. There is that 75,000 figure again but the year is 2026.

Let us go back to 2016 in table 8-55, 'Private vehicle trips to/from key Gold Coast activity centres with and without the GCRT system'. This must be the source. Let us have a look at these figures. Without the GCRT, for Southport, Surfers Paradise, Broadbeach and Griffith Knowledge Precinct we have 116,000, 66,000, 131,000 and 37,000 respectively. With the GCRT, the figures are 105,000, 59,000, 124,000 and 33,000 respectively. By simply subtracting those figures, we do not come up with the 75,000 figure that has

been touted all over the news. What we come up with is 29,000 for 2016. But everything that we read in the news, as quoted by the Premier, talks about 75,000 vehicles off the road on the Gold Coast strip in 2016. It is an absolute load of rubbish.

So we go a little bit further to see whether there is something else in this document. Here we have table 8-56. Guess what? Table 8-56 confirms the table above it. It lists the 'Change in daily PV trips', private vehicle trips, as a percentage change and numerical—for Southport, minus 10,850; for Surfers Paradise, minus 7,150; for Broadbeach, minus 6,700; and for the Griffith Knowledge Precinct, minus 4,200. The total is 28,900 fewer trips—near enough to 29,000 for 2016, the year that all the articles quoted as the year in which there would be 75,000 vehicles off the roads.

Let us go back to 2026 and where we originally saw that 75,000 figure. Let us have a look at those numbers. Let us add those figures up and see whether they come to 75,000. It is nothing like it. It is something in the order of 35,000 trips. So somewhere between 2026, I would suggest, and 2200 we might have 75,000 vehicles coming off the road on the Gold Coast strip but certainly not 75,000 by 2016 as recorded in the media as direct quotes from the Premier of this state.

Ms Grace: So it's media research.

Mr CRANDON: No, not media research. I thank the member for Brisbane Central for that interjection. I went to where the 75,000 was quoted. It was quoted directly from the lips of this Premier in local newspapers. But there is absolutely nothing in the data that supports those figures. So they are just an absolute concoction. I have to tell you that I will be pleased—

Mr DEPUTY SPEAKER (Mr Wendt): Order! Member for Coomera, please address your comments through the chair and do not use that other word.

Mr CRANDON: I would be very pleased to say I am wrong. I would be very pleased if someone could produce this 75,000 figure by the 2016 date from somewhere in the detail.

Now let us talk about the transport infrastructure that is being ignored on the Gold Coast. I have spoken many times in this House about the Gold Coast rail line. The bottom line is that we have no solution until 2017 according to this government and this minister. This minister admits that the Gold Coast line is the most overcrowded line on the network. Yet there will be no solution for a minimum of seven years. We have been talking about putting tunnels under the Brisbane River. That is assuming that all the ducks line up. That is assuming that we get all of the money—the \$8.4 billion—to do the job.

I point out to the minister that the reality is that the Gold Coast line is already the most overcrowded line on the network. We cannot wait seven years. We need to start thinking outside the box. We need to stop going around in circles. We need to find some solutions for the Gold Coast rail line to resolve this problem. We are talking about the fastest growing urban area in this country. We need to resolve this problem. Acknowledging it is a problem and doing nothing about it is just not on and not good enough.

Having buses that run on time is another good one. Let us get the system working as it should be working. Instead of telling people that we have not got the budget to review the bus system in the northern Gold Coast area, let us get it working. Let us not have it that people on Hope Island who want to catch the bus to get to the station to get to Robina or to Brisbane have to take a two-hour bus trip just to get to the train station.

We need buses that go to areas that people live in. That is another good one. What about Boykambil? Where is Boykambil? It is right in the middle of the sticks, one would think. No, absolutely not. It is right in the middle of the fastest growing region in this country and yet people have to walk a minimum of five kilometres to get to a bus stop. So why do we not do something about getting a bus down Sickle Avenue to pick up elderly people, young people who want to use the public transport network, as has been touted as the way that we want people to go? Let us get them to the railway station a little bit quicker.

Let us look at Fryar Road, Eagleby—which is at the other end of my electorate—which has an expanding elderly population as a result of a retirement village development and so forth in the area. We have 500 metre-long hills that people have to traverse. I am talking about people from the retirement village who are in the age range of 67 to 80 years. They have to walk up these hills to get to a bus. It is not just 500 metres away—that is just the hill—then they have to walk over the hill and down the other side another 400 metres. They have to walk almost a kilometre to get to a bus stop so they can go shopping. Let us get some real, genuine, fair dinkum infrastructure happening at a local level in the Gold Coast area. Having said all that, I commend the bill to the House.