




Speech by

Dale Shuttleworth

MEMBER FOR FERNY GROVE

Hansard Thursday, 7 June 2012

FERNY GROVE RAILWAY STATION, PARK-AND-RIDE

 **Mr SHUTTLEWORTH** (Ferny Grove—LNP) (2.36 pm): I rise in the House today to speak about the Ferny Grove park-and-ride upgrade at the Ferny Grove Railway Station. The electorate of Ferny Grove was created in 1992, and since that time the residents of Ferny Grove have been seeking improvements to the public transport services and infrastructure throughout the western and north-western fringes of the electorate. I know that there were numerous references made during the tenure of my predecessor that the park-and-ride facilities would be upgraded and that the feeder transport services throughout the Bunya and Samford Valley regions would be improved. In fact, they were key election points discussed in great length throughout the campaigns of 2006 and 2009.

I do not want my colleagues to think I am ungrateful, as I am sure that there are many in the House who would be very happy to have an upgrade that, when finished, will provide car parking for 1,000 cars. The difficulty is that, when this was first mooted in 2006, 1,000 car parks may well have been enough—just. It is now 2012, though, and I am very confident that the 1,000 parking bays are simply not going to cut the mustard. From the day it opens, we will still have cars parked along Arbor Street and Conavalla Street and other surrounding areas. The issue is exacerbated by the fact that the feeder bus networks are insufficient to provide a real alternative to the people of Bunya and Ferny Grove. Therefore, they are left with little option but to drive over the hill.

One alternative discussed is re-opening the Ferny Grove to Dayboro line. This line was closed on 30 June 1955 by the then Labor Premier, Hon. Vince Gair. Labor remained in office until August 1957 when, at a general election, 25 years of a tired Labor government was brought to an end. It is ironic that at the time of losing the election of 1957, the tired, 25-year-old Gair Labor government had clearly shown little capacity to plan for the future through its decision to close the Ferny Grove to Dayboro line. Similarly, the tired Bligh Labor government failed to plan adequately for the future by refusing to look at alternative options. A multistorey private-public partnership to redevelop that park-and-ride facility was mooted as a possible option and was supported by residents and industry partners. As if in a final act of defiance, to minimise future options and to ensure that the decision of the Labor government in 1955 could never be revisited, the insufficient option currently being delivered includes a station that will be built at the end of the line perpendicular to the rail corridor, ensuring that the extension to Samford is never again possible without first demolishing the 'Taj Mahal' we now call Ferny Grove park-and-ride.