




Speech By  
**Michael Crandon**

**MEMBER FOR COOMERA**

---

Record of Proceedings, 17 June 2016

**APPROPRIATION (PARLIAMENT) BILL; APPROPRIATION BILL; DUTIES AND  
OTHER LEGISLATION AMENDMENT BILL**

 **Mr CRANDON** (Coomera—LNP) (12.13 pm): My reply to the Palaszczuk Labor government's 2016 budget is about people, specifically my people—my constituents. The people living in the northern Gold Coast and Eagleby in Logan's south deserve the same level of services as others on the Gold Coast and in Logan City—the same police resources, the same public transport regularity, the same consideration when it comes to getting onto and over and off the M1. The Coomera electorate is about 33 kilometre long and is wholly on the eastern side of the M1. This causes challenges for infrastructure delivery, but those challenges are solvable.

Let us start at the top of my electorate in the suburb of Eagleby, which is a Logan City suburb. It is interesting that the member for Logan has just been talking about bus services and discounted bus fares. I applaud the concept of discounted bus fares to improve affordability for people. People in the Eagleby area would benefit greatly from the savings, but that comes at a cost. That is the fear that I have. There is a cost associated with the discounted fares. I read somewhere that around \$210 million over the forward estimates is what is going to be lost in revenue when it comes to the lower bus fares.

If people are in an area, as I am, that does not have all of the bus services that it needs, we wonder whether the costs of those discounts are going to be foisted upon the people of the northern Gold Coast and Eagleby. I will use the Eagleby bus service as an example. We have a bus service at 7.30 am and 8.30 am. The problem I have is that most of the students that go to Beenleigh State High School, in particular, and other schools in Beenleigh catch the school bus. If the school bus is full they catch the 7.30 am bus. They cannot catch the 8.30 am bus because it will get them to school too late. That is great.

There is a problem. People who need to get on that bus to get to the train station to catch the train to work—those commuters that the minister spoke about—cannot get on that bus. The minister said the other day—

This is a government that is ... also getting people better connected to their work. We know that public transport is critical in connecting people with jobs, education, health care (n) and essential services.

I applaud him for saying exactly those same words and for the discounted bus fares, but what about an additional bus service for the people of Eagleby so everybody can get to the train station on time. That would mean that people who need to start work in town at 8.30 in the morning could catch the train that leaves shortly after the 7.30 bus service arrives. It just makes sense. Let us get another bus or another school bus so that we can get all of the students onto the school buses so that the local bus does its job and gets people to the train station on time.

**Mr Power** interjected.

**Mr CRANDON:** Those opposite do not have issues in their areas. There was no mention from the member for Logan about bus regularity in his patch, but in my patch we have issues.

Let us look at the Ormeau bus service. I will read what the minister said again. He stated—

This is a government that is ... also getting people better connected to their work. We know that public transport is critical in connecting people with jobs, education, health care (n) and essential services.

That is not so for the people of Ormeau on my side of the M1. Remember I said that we have a 33-kilometre-long electorate. All the buses for Ormeau go down one side of the M1. Within eyesight of them, if they were in a tall enough building—there is a boundary fence on the M1 that is the barrier—are all the services in the buildings across the highway. The problem is it does not take them 10 minutes by bus to get to those particular services, it takes them an hour and 20 minutes because they have to catch the bus through the suburbs on that eastern side over to the railway station and then, if they are lucky, they will be able to get onto a bus that will take them back to those services. It is an hour and 20 round trip.

It is a public bus service. We did not say we would get people there super fast. We said we would get people there. We can get there. The problem is that in the middle of the day we have this massive break in services and the services cease very early. If people wanted to go in the afternoon, for example, they would have to wait until quite late and they could not actually get home on the bus service that has been provided because of the time it takes to get there and get back.

**Mr Power** interjected.

**Mr CRANDON:** I take the interjections from the member for Logan because clearly he has no issues in his electorate in relation to regular bus services that take people to where they need to go. He does not care about the people of the northern Gold Coast. He does not care about the people of Eagleby either. He is okay in his patch.

I return to my central theme of bus services and refer now to the Coomera bus service. My constituents walk to the railway station to get to work on time, because the buses do not start early enough in the day to get some of them and others on the other side of the highway in the seat of Albert to the railway station on time. It is about a 45-minute walk for them every morning. By the way, do not get off the train too late otherwise you will not catch a bus home but will be walking. That would not be an issue for the member for Logan.

The Pimpama bus services, half way between Ormeau and Coomera, encompass the fastest growing region in Australia. In the latest available statistics, there was 20 per cent growth in this area. In fact, there is a new school in this area. I thank the minister—because at least the Minister for Education sees the fast paced growth in that area of my electorate—for the \$50.5 million for a new school that will be online in 2018. It was due to come online in 2019, but that decision was changed to 2018 because they realised that with the growth in the electorate it was needed earlier. As the crow flies, that school and two other primary schools are within one kilometre of one another. That is how fast the growth is. There are three schools within one kilometre of one another and our new high school is also in that area.

In relation to the Pimpama bus service, the problem is that children have been left behind at the high school. The bus pulls up, 'Sorry love, bus is full, catch the next one.' The problem is that there is no next bus to take this constituent to where she needs to go to pick up her five-year-old sister at the next school, so children have been left behind.

There are buses on this bus service that travel at 70 kilometres per hour past a shopping centre. Some 1.4 kilometres down the road the bus stops to drop people off so they can walk 1.4 kilometres back to the shops. How is that? Once they have all their groceries, it is 1.4 kilometres again all the way back to the bus stop.

I called on the minister for a meeting with his planners. The planners came along—and it was absolutely wonderful for them to come along—and we discussed it and we talked about going off Yawalpa Road and going around and so forth. It sounded very, very positive. This occurred about two months ago and I have not heard another word or cracker from them. Buses still leave kids behind and travel at 70 kilometres per hour past a major shopping centre with the likes of Woolworths and other services. I cannot get them just to slow down at that roundabout, turn left, go up that street, come back out and drop people off. I have not heard a word. That is the Pimpama bus service. Is this government getting people better connected to their work? We know that public transport is critical in terms of connecting people to jobs, education, health care and essential services.

Let me refer now to Hope Island and to the shopping centre in which my office is located. What is happening there? A new building is being built. The Education Queensland regional office is moving into my electorate. In the next 10 months, between 300 and 400 additional people will move into that shopping centre. That is fantastic, but there is no bus service. They are building—

**Mr Power** interjected.

**Mr CRANDON:** I take that interjection. They are still building it and it will be online early next year. It was not there two years ago: they are building it now for next year, so 300 to 400 people are coming online but there is no bus service to take them there. Actually, there is. Depending on from where one commutes—and it is not just the people who want to work there, it is the people who live there—there is between 900 metres and 1.4 kilometres to get to their bus stop. Obviously that is each way. They catch the bus to the railway station or to the shops but when they return there is another 1.4 kilometres to traverse. I have asked the minister three times to change this arrangement and three times he has said, 'No'. Technically, the minister said no twice as the previous minister said 'No' once, so overall I have been knocked back three times in terms of the bus travelling an extra 400m to pick up and drop people off at those shops. It is okay in the member for Logan's area as he has no problem with his bus service.

I refer to schools. I again thank the minister for the new school. If members did not hear me before because of interjections, there are three schools within one kilometre of one another. That is the triangle of schools and there is of course Pimpama State Secondary College. Stage 3 is about to be finished. Fantastic. What about stage 4? No, there is no stage 4. Hang on a second, this Pimpama State Secondary College is smack bang in the middle of the fastest growing region in Australia where we built three primary schools in less than a handful of years. The brand new high school has been online now for three years and every year its projected numbers of students has increased by at least 10 per cent. But there is no stage 4. What will we do? Let us do a bit of planning. Let us look a little more at forward planning for our schools. No, we closed that department. We do not anymore have the forward planning department of the LNP government. We need to step up again. We do need a Stage 4 to accommodate those students. Remember, we are the fastest growing region in Australia.

Will a member opposite move that I be heard for a longer period, because I am running out of time and have a lot to say? Let us look at the population on the northern Gold Coast.

**An honourable member** interjected.

**Mr CRANDON:** Someone will seek an extension of time for me in a moment, I am sure. Let us discuss the population in relation to police numbers. According to research that the Parliamentary Library conducted for me, 175,000 people enjoy their life on the northern Gold Coast. That is 31 per cent of the population of the Gold Coast. The overall area to which I refer is more than 50 per cent of the area of the Gold Coast, but it has 31 per cent of the population. There is a long distance between some areas within the northern Gold Coast region. There are some wonderful locations out there at Jacobs Well and so forth and so on. Let us compare that now with the police numbers. According to the library research, as at 30 June 2015 there were 877 police on the Gold Coast. According to that same research there were 60 police officers at Coomera station, representing 31 per cent of the population and over 50 per cent of the overall geographic area. Now, let us add the road policing command just to boost the figures a bit. Let us say there are 84 officers, so that is less than 10 per cent of police numbers in Coomera and yet we represent 31 per cent of the population and more than 50 per cent of the geographic area. It is not enough.

After much lobbying, I understand that in about a week two crews will move into the northern Gold Coast. That is interesting as well. In the local paper recently, Brian Codd, the Assistant Commissioner, made it very clear that these are not Coomera police, that these police are Gold Coast resources required to go wherever they can go. That is interesting because the same day that that appeared in the paper a press release from the minister said that they were Coomera police resources. I do not know. I will go with the operational people, with Brian Codd, in that they are not a resource for Coomera: they are a resource for the entire Gold Coast. They will be handy. We will welcome them and we are happy that they will be there, because they will be able to respond to issues in the northern Gold Coast more quickly and are a resource for the entire area.

We still need those extra 50 police and we need a police hub further to the north. It is 20 kilometres from the Coomera Police Station to the border with Logan City. We do not get many police coming over the border from Logan City into the northern Gold Coast, so a police hub in the northern Gold Coast would make it even better for them. Remember that we have 31 per cent of the population and more than 50 per cent of the geographic area but less than 10 per cent of the police.

I turn to main roads and exit 38. When we were in government, we fixed a major issue with ramping at exit 38 for less than \$10 million. That included some traffic lights to regulate traffic a couple of kilometres further down the road. The problem is that we only have \$600,000 allocated for planning around our exits on the M1. What does that mean? It means that we do not have any solutions. We do not have \$10 million to fix the problem anywhere up and down the M1 because there is only \$600,000 for planning. What about exit 45 and the ramping there? What about exit 41 and the ramping there? What about exit 49 and the ramping northbound in the morning and northbound in the afternoon? How are we going to fix those exits when we only have money for planning? We do not have any money to fix the problem; we only have money for planning. Someone is going to get killed. That is the reality.

I turn to youth employment or youth unemployment, whichever way you want to look at it. Back in our day we had \$6,000 for everybody who wanted to put on an apprentice. We absolutely sold that out, with 6,000 apprentices put on just like that. We were going to increase it to 12,000 apprentices—100 per cent of employers who wanted to take on an apprentice were going to benefit from that. What did this government do? A year ago it implemented a change. I know a number of those opposite will remember this. They changed it so that people got a payroll tax rebate, but the problem is that only four per cent of employers in the state benefited from that. Our idea, which benefited 100 per cent of employers, is well and truly worthwhile.

In the last 30 seconds that I have, I am going to quickly say how crazy it is that the government is ripping an additional \$2 billion out of a super fund that is supposed to be earning seven per cent—that is what the figures say—to pay down debt. The interest rate is 3½ per cent. We are about \$70 million a year behind by doing what the Treasurer has done and everybody, including the sponsor of his breakfast the other morning, says that it is crazy.