




Speech By
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MEMBER FOR COOMERA

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**APPROPRIATION (PARLIAMENT) BILL; APPROPRIATION BILL; REVENUE
LEGISLATION AMENDMENT BILL**

 **Mr CRANDON** (Coomera—LNP) (12.06 am): I listened intently to the member for Rockhampton just then but, unfortunately, I did not hear anything about the prawn farmers on the Logan River and any support from the state government in relation to their plight. There was not one word about the white spot disease and the devastation that has occurred.

What a disappointment the Queensland Treasurer is. He must be a disappointment to his mother as well; I am absolutely certain of it. Back in 2015, I spoke to him about the funding package for exit 54. I know he will recall that I said that the funding was in place. In fact, at the time he said words to the effect, 'If the funding is there, then the project will proceed.' Well, the funding was there. The deputy premier in that LNP government, Jeff Seeney, made sure that it was there and the then treasurer, Tim Nicholls, announced exit 54 would be constructed. Of course, the current Deputy Premier then went through the charade of reannouncing it but that is okay. Over the last almost 2½ years, Labor have been handing in our homework so that is nothing new.

Labor followed through with the LNP's plans, thankfully, for new schools and additional classrooms in existing schools in the Coomera electorate. Something that the LNP government put in place was followed through on—once again, they are doing our homework. It was a common-sense approach. We put the plans in place for the Treasurer and all he had to do was follow them. Well done, Treasurer; he can follow a plan that has been done for him and put in place for him.

However, I go back to what I said at the beginning: what a disappointment the Treasurer is to all of us. He has to be able to develop his own plans to succeed. He cannot just keep pinching other people's plans and ideas. This is the Treasurer's third budget and he has learnt absolutely nothing. I can tell him that the northern Gold Coast is the fastest growing region in Queensland and probably Australia. I will say that again slowly—the northern Gold Coast is the fastest growing region in Queensland and probably Australia. That is why we have had seven new schools in six years, and that is why two more schools are on the drawing board for completion in 2018 and 2019. This is all part of the planning we did when in government.

Those schools are there to accommodate the burgeoning population of students. The Treasurer must realise—and I am not sure that he does—that when students move in to an area they bring their parents with them. I know the ministers for transport, both old and new, do not understand that. I know the Minister for Main Roads does not understand that, either. I take that facial interjection from the Leader of the House who seems to be saying, 'Who? Me?' Absolutely! He is the old transport minister. If students move into an area, they bring their parents with them. If that is not a trigger for those opposite to understand, there are a few other tells that they can add to it.

First of all, as at 31 May, the Coomera electorate has 45,849 voters, which is over 31 per cent more than the average or about 63 per cent more than when I came in as the first member for Coomera in 2009. Indeed, in the past almost 2½ years, we have seen an increase in voter numbers from 39,110

in January 2015 to 45,849 as at 31 May, which is a 17 per cent plus increase in that time alone and the growth continues unabated. I table a document so that everybody can have a close look at the Electoral Commission figures as at 31 May from the 2015 state election. I table those figures so that everybody can peruse them.

Tabled paper: Electoral Commission Queensland document titled 'Current enrolment figures' [1000].

Those figures relate to voter numbers. They do not include the many thousands of adults who love living in the Coomera electorate but cannot yet vote: our friends from New Zealand, the Pacific Islands, South Africa and other parts of the world. If we have something like 27 per cent of our population aged under 15 years compared to about 19 per cent across the state, which is a 50 per cent increase, if we have the biggest electorate by voter numbers at almost 46,000 people and if we have thousands more people living in the Coomera electorate who are yet to become Australian citizens, we need a few things. We need exits 41, 45 and 49 upgraded. We need additional exits, such as the one I propose at the Pimpama River. A second exit 45 heading south would take pressure off the current exit 45, which right now is ramping back onto the M1 despite the work that was put in place in relation to traffic lights.

How about this one, old transport minister: we need reliable bus services that leave early enough and are frequent enough to get people to the train stations so that they can get to work on time. It takes about an hour to get to Brisbane. We also need bus services that run late enough so that commuters can catch a bus home after 5.30 at night. Now that is a bright idea! Of course, we need reliable bus services through the day as well. Our train station car parks are full every day. I have heard stories of commuters being unable to park so are forced to drive to work. What does that do? It puts further pressure on the M1. On the one hand, we do not have the buses in the morning to get them to the train station or in the afternoon to pick them up and take them home; on the other hand, we do not have the car parks so that people can drive to the train stations and park their cars. Can members see that there is a bit of an issue here? We need our train car parks enlarged. Doubling them would be a good start.

A government member: He's just worried about Coomera; he's not worried about the world.

Mr CRANDON: The rest of the world can look after itself. My focus is on the state seat of Coomera. I put that on the table now.

Honourable members interjected.

Mr DEPUTY SPEAKER (Mr Elmes): Order! The member for Lytton and the member for Lockyer will cease interjecting across the chamber.

Mr CRANDON: We need 50 additional police at the Coomera station just to catch up with the population growth that I talked about. Remember: since I came into office, there has been a 63 per cent increase in our population. None of those things have been budgeted for by this Treasurer, which is why his mother would be absolutely disappointed with him if she knew.

I have spoken about population growth in the fastest growing region in Australia and the need for infrastructure. Further evidence is available in the ministers' offices. They can go to the ministers' offices and get the evidence. Rather than burden the parliament with reams of tabled papers, I refer the Treasurer to the Minister for Transport's office, as well as the Minister for Main Roads's office. I am sure that they keep good records. I am hoping that they always use their ministerial email address for these particular documents, so they should be found quite easily.

Mr Rickuss interjected.

Mr CRANDON: One could always jump across to that. There is a huge trail of emails going backwards and forwards between me and those ministers, duly accompanied by constituents' complaints. I will summarise the responses from the ministers to all of the emails that I have sent over the past 2½ years containing constituents' pleas for infrastructure. In a word, the answer is 'no'. They have said 'no' every single time, that is, not one new bus route, not one addition to a timetable and not one variation to a bus route.

Mr Pegg interjected.

Mr CRANDON: The member for Stretton missed what I said, which was that I am not going to burden this place by tabling all of these documents. I would be more than happy to sit down with him over a cup of coffee and show him all of the documents. He is not paying attention.

In a word, they said 'no' and they said 'no' every single time: not one new bus route, not one addition to a timetable, not one variation to a bus route, not one increase to train services—in fact, they have reduced train services in the great South-East Queensland rail fail—and not one change to an exit to relieve the dangers of ramping, with one recent exception, which I have to say is a change that has infuriated the locals. They are not happy about another traffic light being installed on one of the overpasses, which is being bragged about by the minister.

How does this do-nothing Labor government compare with the previous LNP government when it comes to providing infrastructure for the Coomera electorate? The LNP resolved the issues at exit 38 by spending several million dollars to ease access on to, off and under the M1, so gets a big tick there. We fixed that problem. We found the funding needed for exit 54, which is a big tick. The Labor government stole our homework on that one and tried to reannounce it, but nevertheless we are on the record there. We found the land required and pledged the funding for a dredge spoil facility enabling bigger vessels to come up the Coomera River to the Coomera Marine Precinct, which is a huge boost to local employment. That is a big tick. I thank former deputy premier Jeff Seeney for his efforts in that regard. We increased the bus services in the northern Gold Coast, once again getting a tick, and we increased the number of trains on the Gold Coast line by 93 per week. I repeat: we provided 93 additional trains per week, 35 of which run in peak times. That is another big tick. No longer was the Gold Coast line referred to as the 'Bombay express'. Those are a few of the important infrastructure initiatives delivered by the previous LNP government and there were many more, including, of course, the schools plan that thankfully the government is following.

I turn now to some of the more recent issues on which I have received a response from the minister, just to provide examples. I wrote to the minister—

Please refer to the attached copy of an email I received from one of my constituents ...

Currently the route 726 bus goes out and back along Colman Road. As such, there clearly is an opportunity to provide a better service as follows ...

I then presented an overview of what could be done using Ragamuffin Drive and so forth. My email continues—

These changes would enable many more residents in this fast growing area to utilise public transport, on a daily basis, without being forced to walk up to 25 minutes to a bus stop, as is currently the case.

I will read parts of the minister's response and I will table this document so that members opposite can have another look at it. It states—

TMR has advised the proposed diversion would create a loop at the end of the route resulting in increased travel times for some commuters, particularly those living on Colman Drive ...

No, it is Colman Road, not Colman Drive. Let us have a look at Colman Road. I have a few maps here that could have been googled by the department. They could have had a look at these maps and they would have found that nobody lives on Colman Road. It is not a road that people live on; it is a road that takes people to where they live. The minister has told us that it is particularly those living on Colman Road who would be put out, but there is no-one living on Colman Road. What is the problem? If we were to run the buses through Ragamuffin Drive, it would save people a 25-minute walk to Colman Road to catch the bus.

Mr Rickuss: But for buses it is a lot better when people don't get on them.

Mr CRANDON: That is a good point too. You do not have to hold them up, do you? I table these particular documents for those opposite.

Tabled paper: Correspondence regarding a bus route in Coomera and associated maps [\[1001\]](#).

It is really quite amazing that they would do that. We have another one here. I will read this as a precursor. One of my constituents wrote to me just the other day on 6 June. She has some issues around the M1 and things of that nature, but she makes some points here which are very relevant because of the letter that I received from the minister. The letter states—

The other incredibly dangerous issue is the off ramps at exits 45 and 49 ... Of an evening, there are very long queues onto the motorway, this is so so so dangerous, I hold my breath waiting for someone travelling at 110+ to run into the back of the queue.

Yes, it would be funny, wouldn't it, if somebody did get smacked up the bum? It would be an absolute scream then, wouldn't it, I say to those opposite who are having a bit of a chuckle? It continues—

This is a disaster waiting to happen. The roundabouts need updating to cope with the increased traffic.

I will read this letter that was received from the minister. Mark Boothman was kind enough to pass it on to me. It says—

... undertaking planning for the long-term upgrades of various interchanges along the M1, including Exit 38, Exit 41, Exit 45, Exit 49 and Exit 57.

The problem is that they have been doing this planning for 2½ years. How long does it take? Is it like these reports that you send away for? It continues—

This planning includes taking into consideration traffic flows through and around the interchanges, as well as connecting road planning by the City of Gold Coast council. It should be noted that there is currently no federal or state funding—

Tabled paper: Correspondence regarding queuing on the Pacific Motorway at northern Gold Coast interchanges [\[1002\]](#).

Some 2½ years down the track, with all this planning, there is not state funding, and I can confirm that there is no state funding in this budget—

... in place to construct any upgrades to these interchanges.

Then they go on to talk about putting in some traffic lights—and these are the things that the people are incensed about—on the overpasses. They got some Black Spot funding from the feds, and instead of using that to go towards fixing the off ramps, they have decided to put more traffic lights on the overpasses. The problem is that the traffic lights on the overpasses just cause more problems, as is evidenced by exit 45.

I read a letter dated 13 June to myself which states, 'The Palaszczuk government acknowledges that ongoing growth in the northern Gold Coast is putting increasing pressure on the interchanges along the M1, including exit 45.' This is the one with the traffic lights on it, and it is important for us to understand that. In 2013 traffic lights were put in place as a temporary measure to resolve issues in the short term. We are now in 2017 and we are into the 2017-18 budget. There is no funding for anything to do with exit 45 or any of those others. The letter further states that the demand activated roundabout metering traffic signals mentioned by my constituent were installed on the eastern side of the interchange in 2013, as I have just said. The letter continues, 'Due to the rapid increase in both residential and industrial traffic using the interchange, the signals are now operating for longer periods, especially during the afternoon peak. For the safety of motorway traffic, priority must be given to motorists exiting the motorway.'

The problem is that we are still ramping onto the M1. We still have B-doubles coming down the M1 at 110 kilometres an hour and coming onto these exits where there are stationary vehicles. People have to pull up to the side of the road at a hell of a rapid pace with a B-double right up their clacker. The letter further states, 'My department is also currently undertaking planning for upgrades of various interchanges on the M1, including exit 45. Numerous options are also being considered to increase the safety of off ramps queueing at these interchanges, including additional M1 off ramps.' Not this term! Not in the next 12 months, because there is not one cracker—not one penny—in this budget for these interchanges.

They are already at dangerous levels and it will be on your shoulders—the Labor government's shoulders—for not putting the money aside. It will be on this minister's shoulders if some tragedy occurs at one of these intersections. I hope to God it does not happen. There is no doubt that the people of the northern Gold Coast have been treated like second-rate citizens in this regard. You have completely and utterly ignored them and issues like buses to get people to train stations, car parks so people can park at train stations and safety issues around the M1. Yes, Minister, you can smile as much as you like, but at the end of the day—yes, that took it off your face yet again—it will be on your shoulders. It will be on Labor's shoulders if some tragedy occurs. Get some money into the pot to fix these exits!