




Speech By
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ADJOURNMENT

Cleveland, Rail Services

 **Dr ROBINSON** (Oodgeroo—LNP) (7.18 pm): The Cleveland rail line is now the ‘miserly line’. This unfortunate new moniker has been adopted by residents, commuters and now the local paper, and I table the front page of the *Redland City Bulletin* headlined ‘Train line misery’ by Cheryl Goodenough.

Tabled paper: Article from the *Redland City Bulletin*, dated 15 August 2018, titled ‘Train line misery’ [[1156](#)].

Labor’s rail fail continues to hit the Redlands region hard and nothing has changed in almost two years since this fiasco first began.

Constituents who were until recent times daily commuters on Cleveland’s misery line are so fed up with the unreliability of service that they are getting back in their cars and driving in peak hour, further increasing—not easing—congestion on our crowded state roads. Recently, one commuter said—

I stopped catching the train or bus months ago. I drive and plan to move out of the Redlands shortly. Not because it’s not a beautiful place to live and raise kids but the unbearably expensive and long commute.

Recently, Robert Dow from Rail Back on Track shared an article that lists the common issues that commuters have with what he calls Cleveland’s misery line. That list included services that are often ‘expressed’ past stations without fair warning, leaving people stranded; the overcrowded three-car trains on some services; a 30-minute morning peak gap between the 6.24 am and the 6.54 am from Cleveland city bound; on Fridays, multiple 30-minute gaps between trains in the afternoon peak; and, the most significant one of all, the single-track sections between Manly and Cleveland causing havoc with on-time running and track capacity.

Local Labor MPs put forward the Cross River Rail as the solution, yet this solution will do nothing for many years—if it is ever built. Locals want relief now. The government can start by restoring the peak services that it cut, including the 450 additional peak seats capacity that was installed by the LNP government. The government should then restore all 42 services that were cut from the Cleveland line in 2016. That would attract back some commuters. The rail duplication is the next big step that will make a difference. The Cleveland to Manly duplication will help greatly. It should be the next big duplication line commitment by the government in South-East Queensland.

In my recently conducted community survey, the duplication of the Cleveland line rated as the No. 1 transport priority in the region, the single most important public transport project. Out of nine projects or services, guess which ranked last. The Cross River Rail project. I hope that the people of Redlands hold their silent local Labor MPs to account for this mess. They need relief now, not on the never-never. I call on the transport minister to act and act now for Brisbane’s south-east. Only the LNP is fighting to take Labor’s misery out of the Cleveland line.