




Speech By
Michael Crandon

MEMBER FOR COOMERA

Record of Proceedings, 28 February 2019

TRANSPORT AND PUBLIC WORKS COMMITTEE

Report, Motion to Take Note

 **Mr CRANDON** (Coomera—LNP) (3.29 pm): I rise to speak on report No. 14 of the Transport and Public Works Committee published in November 2018. That report relates to the review of Auditor-General's report No. 4 of 2017-18, *Integrated transport planning*. I note that the committee report, under section 2.2 on page 3, states—

The reasons for the audit cited in the report include:

- Past population and economic growth have created access and mobility challenges across the state and particularly on peak commuting routes in South East Queensland. The State Infrastructure Plan expects significant population and travel growth over the next 20 years to intensify these challenges. This represents a significant risk to the state's economic prosperity and liveability.

All of these words could easily be channelled into Pimpama and Coomera. The Pimpama-Coomera region is the fastest growing region in Queensland and the second fastest in Australia on many measures. In that particular area there is a lack of planning and funding in relation to safety issues involving ramping at exits 41, 45 and 49—exits 41 and 49 are particularly bad. I acknowledge the recent funding committed by the federal government of \$50 million as a contribution towards exits 41 and 49. There is absolutely no funding—and I have been told this at many levels from DTMR—for any move forward from the state in relation to that. The committee report, under the audit conclusions on page 5, states—

- DTMR forecasts that the renewal backlog on the state-controlled road network will exceed \$9 billion over the next decade. Without alternative strategies to address the funding issues, DTMR faces a risk that it will not be able to maintain or improve service standards on the transport network ...

That is a despairing statement in relation to where we are at. It talks about a \$9 billion capability gap as at 1 July 2017. We are now in 2019. There is no doubt that the figure of \$9 billion is understating the current figure. There is no money. There is no discussion. Once again, there is absolute confirmation from DTMR. Indeed, the member for Macalister confirmed it the other day in a report in the *Albert and Logan News*. Her statement to the Eagleby community was that there is nothing happening in relation to the second M1, the Coomera Connector, for that community in the short to medium term. There is absolutely nothing happening in that particular community in the short to medium term. There is confirmation once again. The member for Macalister would not have made those statements off her own bat. She would have been told by the minister that there is nothing happening on the Coomera Connector—that there is nothing happening in relation to the second M1.

Honourable members interjected.

Mr DEPUTY SPEAKER (Mr Weir): The interjections are not being taken.

Mr CRANDON: There is nothing happening under this government in relation to the second M1, which is desperately needed to take 60,000 cars off the current M1—

Mr Boothman interjected.

Mr CRANDON: I take that interjection—to relieve exits 41, 45 and 49 in particular. There is absolutely nothing happening for the northern Gold Coast. The fastest growing region in Queensland is being ignored by this minister—completely and utterly ignored.

Honourable members interjected.

Mr DEPUTY SPEAKER: That is enough cross-chamber chatter.

Mr CRANDON: It is despicable. The treatment of the people of the northern Gold Coast by this minister and the arrogance that he portrays in his responses on Facebook is absolutely disgusting.