



Speech By  
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**MEMBER FOR CLAYFIELD**

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## ADJOURNMENT

### Clayfield Electorate, Albion Railway Station

 **Mr NICHOLLS** (Clayfield—LNP) (7.06 pm): Recent revelations about delays, cost overruns and questionable decision-making surrounding Labor's Cross River Rail project come as no surprise to residents in the Clayfield electorate. Today I want to highlight another failure of the Palaszczuk Labor government when it comes to train services and rail infrastructure in the Clayfield electorate. Three years ago in 2017 the transport minister and Labor's candidate for Clayfield promised \$17.4 million for accessibility upgrades at the Albion Railway Station. It was in fact part of a package of upgrades including East Ipswich, Cannon Hill, Fairfield, Buranda and Loganlea. Then in March 2018 Minister Bailey trumpeted the supersizing of Albion Railway Station in a media release, a copy of which I table.

*Tabled paper:* Media statement, dated 23 March 2018, titled 'Rail revolution: Albion station to be supersized' [[1338](#)].

Claiming credit for a \$750 million redevelopment of the precinct, the minister highlighted that the redevelopment 'included an upgrade to transport facilities and access to the Albion train station'. The developers would, said Mr Bailey—

... work with the state to design improved Disability Discrimination Act 1992 ... compliant access to Albion Train Station and construct ...

As his supersized media statement blathered on, Mr Bailey triumphantly pronounced—

Construction on the accessibility upgrade is also expected to start in late 2019.

Like the government's 'rail fail', like its inability to manage the design of the New Generation Rollingstock as well as the problems with Cross River Rail, the Albion station accessibility upgrade has come well and truly off the rails. Despite Labor's promises and three years to get going, despite the misleading statements in the transport department's *Disability service plan progress report* for 2018-19 that the project is underway and despite QTRIP funding of \$11.8 million over two years from 2019 to 2021—and I table both of those documents—nothing has happened at the Albion station except more parking problems and greater inconvenience for commuters.

*Tabled paper:* Extract, undated, from the Queensland Transport and Roads Investment Program 2019-20 to 2022-23, titled 'State Network' [[1339](#)].

*Tabled paper:* Extract, undated, from the Disability Service Plan Progress Report 2018-19, titled 'Department Specific Actions' [[1340](#)].

It is in fact a supersized broken promise from the Labor government and the Labor candidate. Imagine then my surprise that my local Labor opponent—the same fellow—has now started a campaign to get Woollooin station on the accessibility upgrade program. Having failed to deliver on an election promise made three years ago, my opponent now wants another chance to make and then break another promise.

Perhaps he can explain to voters why his promise of three years ago has not been delivered. What is the delay? What happened to the start date of late 2019? Where is the \$17.4 million promised three years ago? Why is he flip-flopping around on this issue? When it comes to public transport in Clayfield Labor cannot be believed and only an LNP government will get public transport working again in Clayfield.