




Speech By
Charis Mullen

MEMBER FOR JORDAN

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ADJOURNMENT

Springfield Central Railway Station, Park-and-Ride

 **Mrs MULLEN** (Jordan—ALP) (6.29 pm): The Springfield Central Railway Station park-and-ride is officially open. I say this with great pride because this is a project that I championed even before I was elected to the Queensland parliament. The Springfield Central Railway Station is an important and busy terminus station, attracting commuters not only from Greater Springfield but also from Redbank Plains, Ripley, Deebling Heights and Yamanto, from Greenbank and from as far as Jimboomba. I discovered this because in 2017 I stood at the station for many days collecting hundreds of signatures for a petition on improving the parking. It was a key question that I asked: where were commuters coming from?

The car park at Springfield Central Railway Station at that time had just over 400 car parks and that was simply not enough for a terminus station. Commuters would park dangerously and illegally along the road, they would have to arrive super early to ensure they could get a park or would not find a park at all. I was very proud that it was the Palaszczuk Labor government that committed to a brand new park-and-ride in Springfield Central and it is the Palaszczuk Labor government that has delivered the brand new park-and-ride.

This is a five-storey car park delivering around 1,100 car parks in the precinct—more than double what we had previously at the station. The design is unique with a double helix ramp. It is predominantly undercover, has lifts, safe open stairs, 24-hour CCTV and lights—significantly improving safety for all. In addition, we have also created 24 undercover disability parking spaces in the car park closest to the station and the current at-grade car park will also be redeveloped in line with works on the new Brisbane Lions AFLW stadium.

I would like to thank the Minister for Transport and Main Roads for his unwavering support of this important public transport project in my community. I would also like to acknowledge the project officers from TMR, particularly Jack Ryan who was always very helpful with briefings and answering my many questions.

I would like to acknowledge ADCO Constructions—a quality build that they did on time and on budget. It is a challenging site. I was pleased with how they worked within the site, leading to minimal disruption to motorists along the busy Springfield Greenbank Arterial, or, as we call it, the SGA.

I wish to say something about the local road that is well due for an upgrade. The state government and Brisbane Lions did make a request of the Ipswich City Council to undertake the upgrade of the SGA in front of the park-and-ride and the new AFLW stadium first to lessen the impact on motorists and commuters. Council made the decision to not do this. I appreciate that this has caused some angst in our local community as the proper roads are not yet built, forcing us to incorporate interim measures whilst we wait. I fear the Brisbane Lions will be in the same boat when they open their doors later this

year. I will be writing to the mayor of Ipswich seeking an update on the upgrade of the SGA. This is the final and important piece in what will be an exceptional station and stadium precinct. We need this road upgrade as soon as possible.

Finally, construction on the Centenary Highway-Logan Motorway interchange will begin in July, which is very exciting.