




Speech By
Michael Crandon

MEMBER FOR COOMERA

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APPROPRIATION (PARLIAMENT) BILL (NO. 2)

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 **Mr CRANDON** (Coomera—LNP) (12.12 pm): I rise to make a small contribution to the bills before the House, in particular the Appropriation Bill (No. 2) 2021. Firstly, I would like to remind members of a number of things that I have been calling for for a long time. One of those is the construction of the northern section of the second M1. I am referring to north of Shipper Drive. Unfortunately, sadly, there is currently only \$11 million in the budget for the planning of something in the order of 24 kilometres of the second M1. That \$11 million will not go anywhere near it. I think \$30 million was required for the first 16-kilometre stretch, and that planning still is not complete due to the incompetence of the government in managing the actual corridor itself.

Fast-tracking the upgrade and duplication of exit 49 is another area of concern. I will talk to that a little later. We need funding for the upgrade and duplication of exit 38. The business case has been in place since 2018. Here we are four years later and there is not one dollar allocated for any expenditure at exit 38, and that is a desperately needed upgrade.

We need a full upgrade of exit 45, not just a slip lane. We are currently having a slip lane resolved at exit 45. Somehow they are going to spend \$20 million doing it. We really do need \$130 million to fully upgrade exit 45. It is in desperate need. It is costing commuters and local residents many hours every week just being stuck at exit 45.

We need a bigger commitment to the investment for the northern Gold Coast hospital. I am told that \$10 million is needed to properly put the business case together to do the master plan on it. Sadly, this government committed \$3 million just before the 2020 election, with a big banner saying they were going to build the northern Gold Coast hospital. They are not going to do that with \$3 million, and they are still talking two years later about that same \$3 million and there is not a cracker extra in the budget to do anything about that.

We need the fast-tracking of the railway station at Pimpama. That was promised before the 2017 election and was meant to be delivered eventually in 2024. That has been pushed out for delivery in 2025. We desperately need that. The state seat of Coomera is the fastest growing region in Queensland, and that is centred on Pimpama itself. We also need some funding to go towards a Police Citizens Youth Club for that fast-growing region. We have more than 20,000 young people going to school in the Coomera electorate, which is the highest number of any electorate in the state. We have the highest population, with 84,000 people, which is far and above any other electorate in the state.

We need more bus services between the Ormeau and Coomera railway stations. Bus services from Beenleigh to the Ormeau Railway Station are desperately needed. We need a regular bus service out to Jacobs Well. I note the Gold Coast City council put \$11 million on the table two years ago. We are still waiting on a response from the government in relation to matching that funding to enable that to happen. That could have happened in 2020-21. It could have happened in 2021-22. Clearly, it is not happening any time soon.

There is one big tick I can give the government, and I thank the Minister for Education for this. I did speak to her numerous times about it on behalf of the Cedar Creek school community. We are now going to see the Albert Hall at Cedar Creek State School fully waterproofed and fully completed, at a cost of something like \$350,000. I made the point to the minister at the time that, although she talked about a lot of other school halls being built, poor little Cedar Creek, with about 285 kids—and it is a great little school—was not getting any funding. That funding is there now and it is going to happen this year, which is wonderful news.

I said a moment ago that I would come back to talk about exit 49. I have to say that I am disappointed. When one asks respectful questions of the people in Transport and Main Roads, one expects respectful answers. Before I go into the question that I asked, I would like to talk about something that popped up on Facebook. The member for Greenslopes talked about his bikeways earlier, and well done and congratulations on getting the funding for those. This Facebook post said—

A lot of constituents have spoken to me about adding an off-ramp to the original Velobridge design so it links up with the PA bikeway.

I've now spoken to Transport Minister Mark Bailey and TMR. The good news is that they've committed to look at adding this missing link to the project.

Compare the pair. When I asked a very respectful question of Transport and Main Roads—and I will read it out in a moment—the minister's response was that the member for Coomera is 'nothing but a hindrance to the Palaszczuk government'. He suggested that it might be best for engineers to do the planning for projects. Compare the pair. It is okay for the member for Greenslopes to put his suggestions forward, but it is not okay for the member for Coomera to fight for his people, his community, and ask the same thing. Let me read part of the letter that I very respectfully asked a question in. I wrote—

Following ongoing concerns outlined to me by local residents who use the Yawalpah Road/Exit 49 area on a daily basis, and given the indications by TMR that the expected delivery of the completed project will be 2024, I ask that consideration be given to commence construction of the newly proposed south bound on ramp, off Yawalpah Road, as shown in the TMR drawings on the website.

I went on to say—

... I see this as a real option, that will reduce incidents as outlined above, as well as improve safety, improve network efficiency, improve traffic flow, reduce peak hour congestion and reduce interchange queueing.

The response I got from the minister was that I am 'nothing but a hindrance to the Palaszczuk government'. I will continue to hinder the Palaszczuk Labor government—if that is what it is referred to. I will continue to ask for the fast-tracking of projects. I will continue to ask for more money to be committed to the Coomera Connector, the second M1, north of Shipper Drive—far more than the \$11 million that is there now. There was \$20 million—sorry, \$30 million required to do the planning for the first section, so \$11 million is not going to go anywhere near it.

I will continue to call for exit 38 funding. Where on earth is it? It has been four years in the making. The business case has been in the minister's hands for four years, and there is not one dollar available for anything to do with exit 38.

I will leave my contribution there in the interests of time. I ask the minister to please try to be more respectful when local members, such as the member for Greenslopes and me, as the member for Coomera, ask very relevant questions on behalf of our communities. It is only fair that we get reasonable responses and reasonable consideration of those requests. Thank you.