



Speech by

Hon. JUDY SPENCE

MEMBER FOR MOUNT GRAVATT

Hansard 4 August 1998

KESSELS ROAD

Hon. J. C. SPENCE (Mount Gravatt— ALP) (Minister for Aboriginal and Torres Strait Islander Policy and Minister for Women's Policy and Minister for Fair Trading) (7.25 p.m.): I wish to draw the attention of the House to the misleading statements presently being made by the Federal member for Moreton, Mr Gary Hardgrave, concerning his self-proclaimed big win for south-side residents and businesses from his representation for the deregistration of the Kessels and Mount Gravatt-Capalaba Road corridor as a Commonwealth road. In his newsletter to his electorate called the Hardgrave Report, Mr Hardgrave claimed that a deregulation of this road would bring great benefits to the people of the south side. Let me read some of these benefits. He says they are—

"Reduced traffic congestion, especially around Garden City.

Reduced traffic noise, especially at night, when sleep deprivation is a consequence.

Reduced air pollution, for improved community health.

Reduced community cost in road works which might have been necessary if the road corridor had been kept as a designated road funded by the Commonwealth Government."

I think that Mr Hardgrave's claims represent the biggest con perpetuated on the people of the south side in recent times. All of these claims are absolute rubbish. Let us look at what the deregistration of a Commonwealth road means. It means one thing: that the responsibility passes from the Commonwealth to the State. It means that the obligation for funding and maintaining that road passes from the Commonwealth to the State. It does not mean reduced traffic congestion. It does not mean less noise pollution, quieter nights for local residents, less air pollution or that savings will be made. The only savings to be made from this deregistration are for the Commonwealth Government.

I believe that this is purely a political ploy by a desperate Federal Liberal member who sees the writing on the wall for his very marginal seat. But he has obviously taken in the local chamber of commerce with this con. He quotes the chamber of commerce in his newsletter. It says—

"They asked the former State Government for action, but found that the Commonwealth Government, through Gary Hardgrave, was the best start point."

So the Chamber of Commerce has been taken in by this con that the deregistration of Kessels Road will somehow benefit the residents of the south side. It will not.

Mr Mickel: Kathleen Brookes will beat him.

Ms SPENCE: I believe that we have an outstanding candidate for the seat of Moreton in Kathleen Brookes, and no doubt she will be raising these issues further in that electorate.

As Kessels Road runs through the middle of my electorate, I am very concerned that the Federal member is putting out reports and misinformation of this type which will lead my constituents to believe that some improvements are going to be made to Kessels Road, because that simply is not the case. Moving a road from a Commonwealth jurisdiction to a State jurisdiction certainly does not bring about the improvements that Mr Hardgrave would have us believe.

At this point I understand that there have been no discussions with the State Government regarding whether we are prepared or ready to undertake the responsibility of taking over this particular Commonwealth road. So Mr Hardgrave is again misleading his constituents. Just because the Commonwealth Government has made a decision—if it has not had any discussions with the State Government, as far as I can see it is not going ahead. It is a bit of argy-bargy before Budgets are brought down.

Finally, I want to talk about another myth that Mr Hardgrave is talking about, and that is the status of Kessels Road as a dangerous goods road. He is somehow trying to tell people that the change in the designation is going to alter the status of that road as a dangerous goods road, but that simply is not true. I think that very few people understand that dangerous goods roads are preferred routes which have been designated by agreement with the dangerous goods industry following assessment by Queensland Transport and the Department of Main Roads. There is no legal force to the declared dangerous goods preferred route system.

At the moment, however, the State Government is looking at holding some discussions with various sections of the industry to find alternatives for the dangerous goods route from Kessels and Mount Gravatt-Capalaba Road, and this is the initiative of the State Labor Government. The coalition would never have done this, despite us asking it to do this for the past two years. This is something that we will be doing.
