



Speech by

**Mr T. SULLIVAN**

**MEMBER FOR CHERMSIDE**

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#### **INTEGRATED REGIONAL TRANSPORT PLAN**

**Mr SULLIVAN** (Chermside—ALP) (7.28 p.m.): South-east Queensland is the fastest growing area of the State and one of the fastest growing areas in Australia. The strong population growth is putting tremendous pressure on schools, hospital services and transport. In trying to find solutions to the transport problem, the IRTP has been developed over the last few years by both coalition and Labor Governments. The Integrated Regional Transport Plan is looking at long-term planning and at public and private transport solutions to cope with the growth in population.

There needs to be a full network before public transport becomes a truly attractive option for people. Part of this has been the quadruplication of the railway line on the north side of Brisbane, which will allow for express trains as well as for the all-stops network. As well, the busways network will cater for people who are not located on the rail network. It is unfortunate that the people on the north side of Brisbane were starved of funds by Federal and State coalition Governments and that we saw all the money go into the south-east transit project and the south side bus lanes.

I do not begrudge the people on the south side of Brisbane having a network built there. But the fact that they received all the funding and nothing was given to the north side of Brisbane is a disappointment. Hopefully, the park-and-ride facilities will be able to be expanded so that people will be able to use the existing network as well. There will, of course, need to be significant coordination between the Brisbane City Council and the State Government for this to work.

Part of the IRTP is the process of public consultation, whereby people will be able to get involved. I have seen first-hand how public consultation does work, with a good solution being found to the Nundah bottleneck after many years because the public got involved. Hopefully, we will not just see this as a NIMBY exercise, with people wanting to be able to use road networks for both their private and business use but not wanting roads in their area.

As I said at the outset, the transport problem is one of the most difficult facing a fast growing area, and this State has to face that problem in the near future or reach gridlock, which will be no good for private or business interests in this State.

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