



Speech by

PHIL REEVES

MEMBER FOR MANSFIELD

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TRANSPORT INFRASTRUCTURE

Mr REEVES (Mansfield—ALP) (6.18 p.m.): I have great pleasure in seconding the amendment moved by the Minister. I would like to remind the House of the major transport infrastructure commitments that this Government has made to public transport and our ongoing determination to implement the Integrated Regional Transport Plan, the IRTP. Over \$2.2 billion in funding was committed to the transport networks by this Government. Public transport is the major component.

The IRTP is the integrated transport plan for south-east Queensland. It is a living document that we have revitalised and strengthened since our return to Government one year ago. The IRTP and the SEQ2001 process were initiated by the former Goss Government, and these plans fundamentally changed the approach to land use and transport planning in the region. The IRTP has provided an integrated framework for developing major transport infrastructure projects including busways, rail, light rail and intermodal facilities.

The IRTP targets for 2011 are to achieve 10.5% of trips by public transport, 15% of trips by walking, 8% of trips by cycling and an increase in vehicle occupancy from 1.3 to 1.4. Prior to the Goss Government establishing the IRTP there was barely a public transport system in existence. The IRTP started the whole busways concept as the visionary project to dramatically increase the speed, reliability and attractiveness of buses.

The South East Transit Project will deliver a busway south from the city along the South East Freeway and transit lanes between Mount Gravatt and Springwood at a cost of \$520m. Busways will play a key role in increasing the speed, accessibility and convenience of public transport in the region. Put simply, busways will revolutionise the way bus services cater for the demands of the public in terms of frequency, reliability and travel times. My electorate of Mansfield and the electorates of Mount Gravatt and Springwood will finally have a reliable public transport system. Unlike the constituents of many other electorates, they have never had access to a train service. But we will have better than a train system; we will have the busways system. One critical element of this Beattie Government initiative is that the busway network is being designed for possible future conversion to light rail if that is warranted. The innovation builds in flexibility, which is important for the rapidly changing City of Brisbane.

The SET Project is an innovative contribution to making public transport a more attractive alternative to private car use. It will result in significant time savings for travellers in Brisbane's south-east, especially the people of Mansfield. The work will be completed by mid 2001. In this financial year alone, \$167m has been committed to the project. Major construction contracts are already under way and a section of the Upper Mount Gravatt busway station in my electorate has already been opened. Construction of the Watland Street overpass at Garden City was completed in 1998.

The inner northern busway is another major infrastructure commitment advanced by this Government. It will deliver a busway providing quick and reliable access between the city centre and the Royal Brisbane Hospital at Herston. Buses currently face major delays on the north side of the city. Anyone who drives in that area would know that. The inner northern busway, INB, will allow faster and more reliable links to the city from Bowen Bridge Road, Kelvin Grove Road, Musgrave Road, Milton Road, Caxton Street and Coronation Drive. Those opposite would not know a Brisbane City Council bus if they fell over one.

The INB will remove the majority of buses from city and Fortitude Valley streets, creating adequate room for the introduction of a light rail network. For this reason we are working on the busways and light rail projects in tandem, in order to have a substantial amount of the work completed within three years. This is the only way to deliver an integrated transport system. The Beattie Government has committed \$60m over four years to busways as part of a \$120m program and the INB will benefit from this funding.

We have not forgotten cycling facilities. We released a draft Cycling South East strategy. \$500,000 is committed to the cycling strategy and the development of a regional cycling network plan. Also, we are building the bridge from South Bank to the Botanic Garden.

Those opposite are about negativity. We are about delivering. We are about getting on with the job, about getting jobs for Queensland and about developing public transport that will revolutionise Queensland transport—especially in south-east Queensland and especially for the people of Mansfield.
