



Speech by

**Hon. STEVE BREDHAUER**

**MEMBER FOR COOK**

---

Hansard 3 April 2001

**MINISTERIAL STATEMENT**

**Transport 2007**

**Hon. S. D. BREDHAUER** (Cook—ALP) (Minister for Transport and Minister for Main Roads) (10.03 a.m.), by leave: State cabinet recently endorsed a seven-year action plan for south-east Queensland's transport system, Transport 2007. The plan reassesses the challenges facing the region and gives a clear direction for the future, setting the region's transport priorities over the next seven years.

Transport 2007 identifies what needs to be delivered in the medium term if the 25-year targets of the Integrated Regional Transport Plan are to be reached. It is an innovative and practical program of transport projects for the next seven years and it demonstrates the Beattie government's commitment to regional transport planning and delivering the IRTP.

Since the release of the IRTP in 1997, the state government has funded and implemented major improvements to the region's transport system. The South East Busway between the Brisbane CBD and Eight Mile Plains will be opened later this month, with the section from the Gabba to the CBD already operating successfully. Airtrain is being developed in partnership with the private sector and will soon be operational. A major upgrade of the Pacific Motorway has been completed. The South East Explorer and 1-2-3 integrated tickets are operating, and a smart card integrated ticketing system is being developed. Bus-rail coordination has improved through the CityTrans initiative. New rail services are operating to Robina, with bus connections from rail stations to the coast. Major public transport corridor studies are under way, such as Petrie to Kippa-Ring and Robina-Tugun rail. Cycle facilities, such as the Sandgate Road to Nundah bikeway and the Indooroopilly cycle bridge, have been improved. The Southern Brisbane Bypass is completed, and planning is well advanced for the \$121 million Port of Brisbane Motorway. Also, there has been significant investment in rail track upgrades and new rail rolling stock.

Yet the challenges for transport continue. South-east Queensland continues to be one of the fastest-growing regions in Australia. The majority of people no longer just travel to the city to work between nine and five. The age profile of the community is also changing. By 2007 it is estimated that the number of people over 60 will increase by 60 per cent. All these changes affect the transport system. The government has therefore reassessed these challenges and identified what needs to be done within the next seven years to achieve a sustainable transport system for south-east Queensland. Transport 2007 meets that need.

A major transport program is planned for each part of the region, and I will be working with all members, other levels of government and the private sector to deliver these projects. Key projects for the Gold Coast include continued improvement to the frequency and reliability of bus services, including better connections between rail and bus; detailed examination of a light rail system; a local arterial road network to take local trips off the Gold Coast Highway; and completion of the Tugun bypass.

For the Sunshine Coast key projects include progressive improvements to north coast rail line services, with better bus connections to hinterland towns; a new corridor preserved for public transport between Beerwah and Maroochydore—yesterday, in fact, state cabinet endorsed the findings of the CAMCOS impact assessment study; and duplication of key sections of the Sunshine Coast Motorway and Bruce Highway.

Key projects in the western part of south-east Queensland include safety improvements on the Cunningham Highway; upgrades to the Warrego Highway; completion of planning for an improved rail line between Rosewood and Toowoomba; and progression of the Toowoomba bypass and the Gatton bypass, with construction timing dependent on Commonwealth funding.

The Beattie Labor government has a large number of initiatives planned for the Brisbane metropolitan area. These are completion of the inner-northern busway; the introduction of integrated ticketing; a network of bus and transit lanes; construction of the Caboolture northern bypass; upgrading of the Bruce Highway and the Gateway Motorway and river crossing; examination of opportunities to work in partnership with the private sector to deliver the Petrie to Kippa-Ring rail link; more coordinated bus-rail services; and improvement of facilities at Capalaba and Springwood, where various modes of transport combine to give commuters greater choice and flexibility.

The Beattie government has demonstrated fiscal responsibility by identifying projects that can be delivered within expected funding levels over the next seven years. It is predicted that, from now until 2007, \$11.25 billion will be spent on a sustainable transport system in south-east Queensland. The infrastructure projects in Transport 2007 will provide for 50,000 jobs over the life of the action plan. Approximately \$2.4 billion is aimed at new infrastructure projects, and the state government will be seeking further private sector involvement to fast-track them.

However, the plan is not just about providing more infrastructure. Transport 2007 recommends a greater focus on land use planning and travel demand management to make better use of existing capacity. There are challenges ahead, and if we are to achieve a world-class integrated transport system all parties must work collaboratively, sharing responsibility for implementation and delivery. The Beattie Labor government continues to meet its responsibilities by delivering a well-planned and well-managed integrated transport system, a system that efficiently moves passengers and freight, supports economic development and employment, and reduces car dependency.

The government looks forward to working cooperatively with federal and local governments to deliver Transport 2007. We also look forward to exploring opportunities to work in partnership with the private sector to deliver key infrastructure projects. This approach is central to ensuring that transport continues to provide a firm foundation for the state's economic development. I table a copy of Transport 2007 for the information of members.

---