



Speech by

## Miss FIONA SIMPSON

MEMBER FOR MAROOCHYDORE

Hansard 10 September 2003

### TRANSPORT

**Miss SIMPSON** (Maroochydore—NPA) (6.38 p.m.): I rise to support the National/Liberal coalition's motion in regard to what is a critical issue in Queensland. To date, I have heard no excuses from the Labor government that can justify the 25 per cent falling off in road funding in Queensland, that is, a 25 per cent reduction in capital funds for main roads in Queensland. In a growth state that is seeing about 1,000 new people moving here each week, there is about \$260 million less going into main road spending. That has been the pattern—not just the talk and the rhetoric, but the hard-core pattern—that we see in the official figures for main roads spending in this state. The result is high growth in a state with no real growth in infrastructure spending in this critical area of main roads. That is resulting in gridlock. A reduction of road funding across Queensland particularly impacts upon those high-growth areas of the south-east and my area of the Sunshine Coast.

We hear about increased travel times in Brisbane. However, we have only to look a little further north to the Sunshine Coast, where peak travel times have also significantly increased. Twice daily on the Sunshine Motorway there are now gridlocks not dissimilar from those on Coronation Drive. There is no funding on the books to reduce the gridlock that we are seeing on the Sunshine Motorway bridge at the Maroochy River. There is no funding on the books to reduce the gridlock west of Pike Street off the Maroochydore Road. There is no funding on the books to reduce the gridlock that we see from the Bruce Highway back into Maroochydore, where the duplication of the Sunshine Motorway is yet to be funded. This is a disgrace. To date all we have seen is the bare minimum. In fact, it is below the minimum.

A number of smaller road projects are about to take shape. Another road project, the Kawana arterial, was subject to a commercial agreement with a legal obligation on the state government to bring it on. With the exception of cases where the state government has had a legal obligation to bring forward road funding and undertake an agreement which predates this parliament, it has done the bare minimum. So how in a growth state can this Labor government say that it has delivered on main roads funding? It cannot! That is reflected in the gridlock around the south-east and on the Sunshine Coast.

This situation threatens real regional development and job development. When in government the coalition put in place the Pacific Highway upgrade—infrastructure work that needed to be undertaken. The Sunshine Coast was to be the next cab off the rank to receive major road funding. Five years later, with Labor members of parliament representing areas of the Sunshine Coast, we have seen no real increase or plan to bring forward the duplication of critical highways and main roads. Gridlocks present a threat to people's jobs and even their lives.

A Smart State does not spend more on the Premier's PR machine than is even spent on the Prime Minister's personal staff. A Smart State does not spend a million bucks ripping up and relaying the turf at Suncorp Stadium. A Smart State does not find \$700,000 for *Big Brother* but nothing for a real infrastructure plan and implementation framework. All we have are planning documents that string out the process. Planning has to happen, but it should not go on forever. The Pacific Paradise road network was agreed when Vaughan Johnson was the Main Roads Minister, yet it has not even come to the desk of this Transport and Main Roads Minister. They have strung out this process for nearly five years. That is a disgrace. That is resulting in an impact upon people's livelihoods and their lives. That is not how we should be running a state that has such a high growth rate.

It is time that we saw some honesty from the 66 arrogant Labor members who are happy to thump out the releases from their media machine, which is fat and oozing with money. However, they cannot defend the 25 per cent fall in funding to main roads in the past five years under this Labor government.

Time expired.