



Speech by

Hon. STEVE BREDHAUER

MEMBER FOR COOK

Hansard 10 September 2003

TRANSPORT

Hon. S. D. BREDHAUER (Cook—ALP) (Minister for Transport and Minister for Main Roads) (6.16 p.m.): I move—

That all words after "That this House" be removed and in their place insert the words—

... applauds the Beattie government for the development of Integrated Regional Transport Plans for South-East Queensland, Southern Cairns, Townsville, Mackay, Gladstone, Rockhampton, Border Rivers, Eastern Downs, and Wide Bay, Transport 2007, the joint State/Local Government Integrated Transport Planning Framework, the establishment of TransLink, the planned smart-card integration of public transport in South-East Queensland, the construction of the \$599 million South-East Busway and transit project, the \$135 million Inner Northern Busway, increases in public transport patronage, and a record roads budget that has seen almost 57 percent of the roads budget spent outside the State's south-east corner.

The delivery of a world-class public transport infrastructure has been a major focus of the Beattie government. Construction of the \$599 million state-of-the-art South East Busway and transit project was completed in April 2001. Construction of the \$135 million Inner Northern Busway commenced soon after. It will be completed by the end of this year. Two Saturdays ago I opened the \$23 million Springwood bus station and announced an extra 248 services a week in the Logan area.

We are spending \$15 million on the Cultural Centre busway to provide extra lanes and covered and disabled access to allow efficient and fast movement from the Cultural Centre precinct and on to the South East Busway. No government has had a greater commitment to the delivery of public transport infrastructure than the Beattie Labor government, and these are just a few examples of the infrastructure and services we have provided that will be followed up by other members in this debate. However, we are matching that focus with a strong commitment to the integration of services across south-east Queensland.

TransLink, which was established just two months ago, will see bus, train and Brisbane City Council ferry services coordinated across what is the biggest integrated transit area in the world—something those opposite could not deliver and left in the too-hard basket. The majority of ticket prices will go down on day one. We will be amongst the first in the world to use smart card technology to enhance the benefits gained through integration so that south-east Queenslanders can move rapidly and easily between transport modes and services that are efficiently connected.

Around the world where services are integrated patronage climbs. In south-east Queensland we can expect a patronage increase in the first years of between five per cent and eight per cent, or more than 20,000 trips per day. We are delivering infrastructure and we are delivering historic changes to the way in which public transport services are delivered in south-east Queensland. We are also delivering the planning framework to deal with south-east Queensland and Queensland's population growth. As the amended motion says, we have developed the 25-year integrated regional transport plans for Cairns, Townsville, Mackay, Gladstone, Rockhampton, Border Rivers, in the Leader of the Opposition's own area, the eastern downs, Wide Bay and, of course, here in south-east Queensland.

The Leader of the Opposition asked where are our plans for the future. I can send him a stack of the plans, but I can also send him the information on what we are doing presently to implement the plans. These local plans allow us to integrate our efforts across the different levels of government to ensure that public transport needs are taken into account when making planning decisions at both a local and a state level. Integrated regional transport plans are guiding land use decisions to ensure that new developments are optimally located to take into account the infrastructure costs of basic services like transport.

IRTPs are the driver behind our moves to preserve transport corridors across Queensland to ensure that we can meet the future population growth which the Opposition Leader talked about when it occurs. While the IRTP is about long-term planning, Transport 2007 is the action plan that guides our efforts in the mid-term and we report on it each year. We are not secretive about these things. Each year we report on the progress of over \$3 billion worth of transport projects for south-east Queensland. We report on travel times, the movement of freight, cycling and the environmental issues. We report on how public transport patronage is growing. There were 4.3 million more trips on Queensland Rail's Citytrain network between 1999 and 2002.

Last week in Cairns at the Local Government Association Conference I launched the Integrated Transport Planning Framework. The framework was developed by Main Roads and the Department of Local Government and Planning in conjunction with the Local Government Association of Queensland. This framework will guide our efforts at both levels of government so that we can make sure that the activities of local government are a good fit with the activities of the state government.

Queensland is growing at a rapid rate and the Beattie government is meeting that challenge head-on. The planning tools the Beattie government has developed while delivering world-class infrastructure are setting the standard in Australia today. None of them existed when the Beattie government came to power.

The honourable member talked about the fact that the roads budget doubled under the Borbidge government. The only reason the roads budget doubled under the Borbidge government was the blow-out in the costs on the M1 from \$450 million to \$630 million to \$750 million to \$950 million. And yes, Leader of the Opposition, I stood in this House and I proudly claimed the credit for building the road, because I built it. The legacy that the members opposite left us was a \$950 million price tag because they were so incompetent—

Mr SPEAKER: The honourable minister's time has expired.

Mr BREDHAUER:—at transport planning and infrastructure design.