



Speech by

Hon. PETER BEATTIE

MEMBER FOR BRISBANE CENTRAL

Hansard Wednesday, 24 May 2006

MINISTERIAL STATEMENT

South East Queensland Infrastructure Plan

Hon. PD BEATTIE (Brisbane Central—ALP) (Premier) (9.33 am): In April last year, my government released the most ambitious infrastructure plan since Federation. For the first time in history, we made a 10-year commitment to fund the necessary infrastructure that supports growth in the south-east corner of Queensland. At the same time, we identified infrastructure requirements for the region for a further 10 years. This commitment to infrastructure is vital in increasing the ability of the region to meet population growth and development changes over the next 20 years. It is also critical to help ensure the visionary South East Queensland Regional Plan delivers its outcomes.

When first released, the South East Queensland Infrastructure Plan detailed more than 230 projects, including all the planning, design, construction and proposed investigations necessary in order to implement the South East Queensland Regional Plan. No government in Australia had ever done this. However, the South East Queensland Infrastructure Plan was not intended as a one-off publication. Not only do we track implementation of the plan as a key priority, we also update the plan itself on an annual basis, which is exactly what we are doing today. Today I am proud to officially release the 2006 edition of the South East Queensland Infrastructure Plan, and I table a copy for the House. I also indicate that members will receive a copy.

This morning, along with the staff of the Office of Urban Management, I briefed all the SEQ mayors. Tomorrow members of the opposition who are interested will also be briefed. In total, this version of the infrastructure plan details approximately \$66 billion of infrastructure over the coming 20 years. This includes almost \$28 billion in road and public transport projects, \$90 million to investigate another possible \$14 billion worth of road and public transport projects and \$5 billion in social and community infrastructure. It also includes an expected \$5 billion in water infrastructure projects, but it does exclude—and I stress this—the two new south-east Queensland dams and connecting infrastructure because that work is currently being done. When that work is completed those figures will be released publicly. It also includes \$4 billion of spending on energy networks over the next five years and \$10 billion in expected outlays on energy networks beyond the first five years. This is a total increase of around \$11 billion, or 20 per cent, on the investment outlined in last year's infrastructure plan. It once again underscores our government's commitment to providing the platform to help continue building the Smart State.

Transport infrastructure has increased from \$24.5 billion to \$27.6 billion, whilst transport investigations rise from \$72 million to \$90 million, equating to an overall increase of around 13 per cent in transport investment over the past 12 months. New transport investigations include the southern transport network investigation; the Springfield to Ipswich public transport corridor planning; the Australia TradeCoast transport study; North Moreton transport network study and the Hamilton/Eagle Farm transport investigation.

Water infrastructure has increased by over 117 per cent from \$2.3 billion to an expected \$5 billion, and social and community infrastructure by 40 per cent from \$3.3 billion to \$4.7 billion. I highlight again that in terms of water that amount will increase significantly when we build the two dams.

The infrastructure plan details projects in two new categories: vocational education and training and regional sport and recreation. In total, there are around 350 projects in the 2006 version of the South East Queensland Infrastructure Plan compared with 230 in the 2005 version. Planning, design or construction is already underway for 125 of these projects. In all, 46 projects have been completed in the last 12 months at a cost of \$242 million, and I will come back to that. We are on track to spend approximately \$1.5 billion by the end of June 2006. Of course, this does not represent the only infrastructure projects in the region under construction; it represents only those that are critical to ensuring the South East Queensland Regional Plan delivers the desired outcomes for the region, and again I highlight that.

Building on the previous edition, this version of the infrastructure plan notes progress on various projects and investigations over the preceding 12 months. Specifically, it highlights significant progress on new transport infrastructure such as the northern busway, the airport link and the Gateway Motorway upgrade and bridge duplication. This version of the infrastructure plan also outlines the impacts of key initiatives such as the regional drought strategy, the mini-budget and the Queensland Skills Plan.

The infrastructure plan is integral to ensuring the regional plan delivers a sustainable future for south-east Queensland. Together, these documents are at the forefront of regional planning in Australia and are fine examples of Smart State innovation. They will help us confront the challenges of population growth head on and will shape the way south-east Queensland grows over the next two decades. Aside from indexation and rounding, the specific projects which are either new or have received additional funding include those in transport, water, new additional dams, health, education, and vocational education and training. For the convenience of members, I seek leave to incorporate those details in *Hansard*.

Leave granted.

Transport

New

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|---|---------------|
| New passenger rail stock (Greater Brisbane) | \$236 million |
| Inner City Bus Access Capacity Study | \$2 million |

Revised

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| North South Bypass Tunnel | \$632 million |
| Tugun Bypass | \$183 million |
| Centenary Highway/Boundary Rd underpass | \$6 million |
| Pacific Motorway Bikeway | \$4 million |
| Ipswich Motorway northern corridor | \$8 million |
| Southern Infrastructure Corridor (rail) | \$2 million |
| Western Brisbane Transport Network Investigation | \$6 million |
| TransApex investigations | \$4 million |

Water

New

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| Additional commitment to new dams on the Logan River and Mary River | \$270 million |
| Indoor retrofit water savings program | \$20 million |
| Pressure reduction/leakage management (increased scope) | \$12 million |
| Western Corridor recycled water (acquisition of materials for stage 1) | \$120 million |
| Investigations of alternative supplies | \$28 million |

Health

Revised

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|---|--------------|
| Major upgrade to Prince Charles Hospital (underway) | \$20 million |
| Estimates for health hubs | \$34 million |

Education

Revised

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| Updated to better reflect the cost of acquiring sites | \$516 million |
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Vocational education and training

New

New asset class

\$462 million

Mr BEATTIE: I want to stress again that progress to date includes 46 projects that have been completed for \$242 million. Work has commenced on another 125 projects and we are on track to spend \$1.5 billion by the end of June 2006. In other words, the plan is working. I table for the House the difference in amounts for 2005-06 of \$55 billion and \$66 billion and the changes. Members can access that information and see the details for themselves.

Looking specifically at the investments in the 2006 infrastructure plan we find that transport represents around 74 per cent of all investment with around 19 per cent or \$5.3 billion of this invested in the western corridor, 39 per cent or \$10.75 billion invested in greater Brisbane, 21 per cent or \$5.8 billion invested on the Gold Coast and 21 per cent or \$5.8 billion invested on the Sunshine Coast. So everyone is getting a fair go.

In the western corridor the Centenary Highway and Boundary Road underpass estimate has increased from \$23 million to \$30 million. \$320 million in AusLink funding has been allocated to upgrade the Ipswich Motorway east of Goodna to six lanes. The Plainlands interchange and the Warrego Highway upgrade was completed at a cost of \$14 million. Planning for road and rail through to Ripley is underway.

In the greater Brisbane area tenders have been called and are currently being assessed for the Gateway Motorway upgrade project, including the bridge duplication. The Linkfield connection road at Bald Hills has been completed at a cost of \$30 million. I recently had the pleasure of opening that with the local members and minister. There has been significant progress in planning for the northern and eastern busway.

On the Gold Coast construction of the Tugun bypass commenced on 26 March with a cost estimate of \$543 million. Construction is underway on the duplication of the passenger rail track from Brisbane to the Gold Coast. The design is complete for the Gold Coast Highway upgrade from Robert Street to Stevens Street.

On the Sunshine Coast design is progressing on the additional rail link from Caboolture to Beerburum to Landsborough, with the final stages due for completion in 2014-15. Planning is underway for the Caloundra to Maroochydore quality bus corridor. Additional lanes on the Nicklin Way were completed at a cost of \$7 million.

I highlight to the House—and I do this because I know the sort of political nonsense we get from the opposition from time to time—that each year when I release this plan, and the same will apply next year, there will inevitably be CPI increases. The figure released of \$55 million was done at the time of the initial plan being released. While there was been an increase in the number of projects, which I have highlighted in this year's budget, inevitably each year the price will increase as inflation continues.

We could only plan on the numbers, costs and estimates at the time the plan was released. Hence there is a difference between 2005 and 2006. I want to make the point that this is not a blowout. It is simply the normal planning progression. Every one of the mayors who attended this morning's briefing completely understood that. Let me say that I hope we will finally get some bipartisan support for this plan instead of the political nonsense.

Tabled paper: South East Queensland Infrastructure Plan and Program 2006-2026.

Tabled paper: Document titled How has the SEQIPP total changed?