



Speech by

Dr Bruce Flegg

MEMBER FOR MOGGILL

Hansard Wednesday, 10 October 2007

TRANSPORT INFRASTRUCTURE

Dr FLEGG (Moggill—Lib) (5.39 pm): It gives me pleasure to support the motion moved by the member for Clayfield. Oh, dear, here we go again. This is *deja vu* for the people of south-east Queensland. When this government failed to provide water infrastructure and realised that it was in deep trouble and its focus groups started to tell it that there was an issue—and it takes a focus group in this state before the government realises that anything is wrong—what was its response? To set up a bureaucracy to oversee water and to take some of the blame for years of preceding failure.

It is *deja vu*, because the focus groups are out there again and they are saying that public transport is a shambles. It is amazing that the government did not realise that, because one only has to catch a train or talk to someone who does to realise that public transport is a shambles. It is overcrowded. The buses are so overcrowded that they drive past people. The trains are in a terrible state. It is not as though the residents of south-east Queensland do not have enough incentives to take public transport, because the roads are shocking, particularly for people in my part of town. But I think that statement applies to the Gold Coast and to the north coast. The roads would give any Queenslanders all the incentive they need to get out and use public transport. The only problem is that the public transport is not there and it is not good enough.

I ask members to have a look at the state of public transport, particularly of rail transport. Is it any wonder that Queenslanders are less likely to get on a train to go to work than anyone else anywhere in Australia? I ask members to look at any of the criteria. The services themselves are overcrowded. Where is the modern rolling stock?

If we want people to use public transport, a number of criteria have to exist: the convenience, the frequency of services, the speed and the comfort. None of those criteria exist. I ask members to have a look at the stations around Brisbane. People have to be in pretty good physical shape to be able to walk to it, because there is no other way of getting to it. People have to walk through dimly lit areas, which impedes their safety. The railway stations in the western suburbs in particular and elsewhere lack disability access. Where are the new lines? We have talked about lines to Redcliffe and we have talked about lines to Springfield. The government has not done enough with the lines here to improve services at all.

Recently I took a private trip to Germany. I decided to do some work while I was on my private trip so I had a good look at the public transport system in Germany. The public transport system in that country delivered all the things that this government has failed to deliver. It had modern carriages, the service was fast, it was located in convenient areas, there were excellent lines—

Mr Rickuss interjected.

Dr FLEGG: The trains can fit through the tunnels. The gradient of the line meant that the trip was comfortable. There was connectivity in that people could hop from one mode of public transport to another. The public transport in that country fitted all the criteria. In Bremen in north Germany, which is not a huge city—it is about the size of the Gold Coast—there is no need for people to own a car. In Germany there are modern ticketing systems, not just people standing up promising to deliver modern ticketing systems. In some ways I wonder if I should be the person speaking about this issue, because my electorate—

Government members interjected.

Dr FLEGG: I knew the members opposite would like that one. My electorate has the most difficult access to public transport of anywhere I know in Brisbane. Many of my constituents who want to catch public transport have Buckley's chance of doing so. There is no railway other than Indooroopilly Railway Station, but that does not have a bus station attached—

Time expired.