



Speech by

## Vaughan Johnson

MEMBER FOR GREGORY

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### TRANSPORT INFRASTRUCTURE

**Mr JOHNSON** (Gregory—NPA) (6.16 pm): In rising to speak on this motion moved by the Leader of the Opposition, I wish to say that I believe it is a very responsible motion. It talks about the crisis of gridlock—and when we talk about gridlock in south-east Queensland, we are principally talking about Brisbane—overcrowded public transport, inferior road infrastructure and unaffordable housing. The main issue I want to touch on this evening is road infrastructure, but I would like to take half a minute to talk about some of the issues the Deputy Premier raised this evening.

I put on notice here today that when the Borbidge-Sheldon government came to power it did not freeze capital infrastructure projects because there were no capital infrastructure projects to freeze. The government talks about the koala tunnel. What happened with the koala tunnel? Where are the Gold Coast seats that disintegrated and disappeared there? The reason that happened was the government's indecisiveness. It could not make a decision. The Premier at the time, Mr Goss, ummed and ahed and wished to God he had never heard of the koala tunnel. When we put up an alternative policy of rebuilding the Gold Coast motorway under traffic, we took a leaf out of what happens in Europe where they follow the existing corridors and build under traffic. We did that but who took the kudos for it? The Labor government. Yes, it said that it built the Pacific Motorway, but we were the ones who built the Pacific Motorway.

What about the south-east transit? It was the Borbidge-Sheldon government that started the south-east transit, the busway, but it is those on the other side that take credit for it. It was the procrastination of the Goss government that created a lot of these problems in the south-east corner and created the turmoil; it was due to poor planning.

The Roads Implementation Program and the Integrated Regional Transport Plan are two documents—especially the IRTP—that are living, working documents in conjunction with the South East Queensland Regional Plan 2005-2026. They are very important documents that the government needs to get right, but this government has not got it right.

I heard the member for Clayfield say tonight that \$13 billion has come from the federal government. Thank you very much, Peter Costello. It is Peter Costello who has given the Queensland government the oxygen to keep going. If the Queensland government did not have Peter Costello in the federal government, it would not have any projects to keep going. We talk about the population explosion here in the south-east corner. In 2026 we are looking at having 3.71 million people, maybe 3.97 million. That is nearly double what is in Brisbane now. Most importantly, the building and maintenance of new and existing infrastructure is not happening.

While the coalition supports the government's proposal to upgrade the existing Ipswich Motorway why over the last 10 years did this government not take advantage of low interest rates and put in place PPPs or PFIs, private finance initiatives, and build some of this infrastructure? Look at what has happened in Toowoomba. There are 17 sets of lights to get through that city. Heavy transport cannot get through the place. That is an impost on heavy transport, an impost on industry and an impost on the livability of these places.

Look at the north coast. The government talks about the duplication of the Gateway Bridge but we have to get to and from the Gateway Bridge and we have to build the infrastructure up to the bridge. The same situation applies with respect to the duplication of the Hornibrook Highway. What has happened to that? We have heard nothing about that. Where is the member for Redcliffe? She is not in the House tonight. I bet she will ask some questions over the next three years.

There is a crisis in Queensland because of the non-active Labor government. This government does not have a forward plan for road infrastructure. We know precisely why it is procrastinating. All the dollars for capital works programs have gone into social programs to prop up the future initiatives and ideals of the Deputy Premier who those opposite will launch into the role as Premier of Queensland. God help Queensland if we get her as Premier because that will be the end of capital works programs—the real building of this state that we witnessed under coalition governments in the past. When we come back into government in a very short while we will again re-engage Queensland in the building of capital works programs. In conjunction with Campbell Newman we will rebuild south-east Queensland and get the traffic flowing, get the trains going and make this place livable.