



Speech by

Stirling Hinchliffe

MEMBER FOR STAFFORD

Hansard Wednesday, 14 May 2008

TRANSPORT LEGISLATION AMENDMENT BILL; TRANSPORT OPERATIONS (TRANSLINK TRANSIT AUTHORITY) BILL

Mr HINCHLIFFE (Stafford—ALP) (4.55 pm): I rise very briefly to support the bills before the House in a general sense. However, I will confine myself to the elements of the legislation which go to support a better functioning city—a city relying on improved public transport. This outcome is very important to the communities of Brisbane's north side. Directly related to my own electorate, I acknowledge the amendments to the Transport Infrastructure Act which will enable the minister to facilitate the Airport Link project. More generally, amendments to that act are included in the legislation that will remove the lack of clarity about provision of retail and commercial facilities, of transfer type facilities like bicycle parking and so on, or of such other facilities that support great modern mass transit services. Further amendments to the Transport Planning and Coordination Act which were earlier today vociferously criticised by the member for Clayfield and most recently by the member for Robina are about achieving best practice mass transit outcomes. The option to resume land for future use in transport associated development as defined in the Transport Legislation Amendment Bill which has been initially acquired for transport or an incidental purpose is vital to achieving effective transport oriented development outcomes.

It seems at first blush that the member for Clayfield and the opposition in this place are unaware of the complicated issues involved in achieving a transit oriented development. Transit oriented developments—widely known in the development industry as TODs—are defined by University of California Berkeley academics Michael Bernick and Robert Cervero as—

A compact, mixed-use community centred around a transit station that, by design, invites residents, workers and shoppers to drive their cars less and ride mass transit more.

I could not think of a better thing that we could prescribe for our city, for the capital of Queensland—Brisbane—than to achieve a better outcome for the whole of our community. It seems though that the member for Clayfield suggested this morning that the market is better placed to do this. I would point him to the examples within our community and worldwide and beg to differ. It is widely understood that some of the obstacles to the development of TODs are things such as fragmented land ownership and titles and difficulties with integrating private titles and current Crown and other public lands with very complicated areas involving things like airspace rights. But that example of integrating private titles and current Crown and other public lands is addressed by this particular amendment. Other things that get in the way of TODs are of course the high construction costs associated with this form of urban development but also—and this is one that might ring in the ears of the members for Robina and Clayfield—a lack of leadership and vision within the relevant local authorities. This demonstrates to the member for Clayfield and his colleagues that good outcomes necessarily will be achieved via collaboration between government and the private sector.

In conclusion, none of these improvements to the physical arrangement for the south-east mass transit system will be able to reach their extraordinary potential without an effective transit authority to

manage the services. That is why I also commend the Transport Operations (TransLink Transit Authority) Bill, and I commend the cognate bills to the House.