



Speech by

Fiona Simpson

MEMBER FOR MAROOCHYDORE

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TRANSPORT PLANNING

Ms SIMPSON (Maroochydore—LNP) (11.50 am): Where is the integrated regional transport planning which is supposed to be focusing and strategically driving how \$7 billion worth of taxpayers' money this year is spent on transport and roads in Queensland? It does not exist. For South-East Queensland, where the bulk of this money is being expended, the plan to integrate the road transport network is about three years out of date. The new one is still in multiple draft forms. It is being wheeled in and out of cabinet and has recommendations from the department for additional road user charges such as the controversial 15c- to 30c-per-kilometre congestion charge. This proposal went to cabinet only two weeks ago. The government claims, like it did with the petrol tax, that it will not happen under its watch. We have heard that before. I call on the transport minister to release this plan.

This government has no coordinated plans on how to spend money wisely. It has lots of plans on how to raise money but no eye for value and just excuses for cost blow-outs and disappearing delivery time frames in SEQIPP, the infrastructure plan. The only expertise this Labor government has is in price gouging motorists and ordinary Queenslanders to pay for this government's mismanagement.

The hike in the Gateway Motorway and Logan Motorway tolls is the latest. It will add \$30 to \$40 per week to a commuter's average costs. This comes on top of the government's broken promise on the petrol tax, Australia's highest vehicle registration costs and the dishonest asset sales. That is not planning for a sustainable Queensland; that is a desperate, shonky and tired Labor government.

A livable and sustainable Queensland requires more than just vision statements from government; it requires strategic, cost-effective and well-executed actions. This state Labor government will trumpet how billions of dollars have been spent on transport and main roads in the last few years, but it has done it without a current integrated regional transport strategy let alone properly costed and planned projects. This is a crying waste of taxpayers' money.

The last plan expired years ago. It was the subject of great criticism by the Auditor-General because it lapsed and there was a lack of coordination in government. The new strategy for South-East Queensland, Connecting SEQ 2031, has been leaking from the public sector because it does include new road user charges and costs for Queenslanders.

Let us look at other plans that are out of date. The TransLink network plan is at least two years out of date. That is about the services that run on the infrastructure. It is out of date; it has expired. The majority of the road and public transport projects in SEQIPP, which is supposed to be the master planning document for rolling out infrastructure, have never been subject to even a preliminary cost evaluation let alone a business case—nor have they been developed as part of a truly integrated transport system.

This government is pouring money like water into a bucket that has a hole in it. In fact, there are many holes in Anna's bucket. The holes are from a lack of proper strategic planning, scoping of projects and competency in delivery. Taxpayers are paying for this. What does this mean?

Let us look at some of the cost blow-outs that have put a hole in the other projects that require funding. The Ipswich Motorway upgrade blew out by \$800 million. The western corridor recycled water pipeline also blew out by \$800 million. That is \$1,600 million for those two projects. That is a lot of money.

That is equivalent to paving and sealing over 8,000 kilometres of rural roads. That is more than double the distance between Adelaide to Cairns via Melbourne or nearly double the distance between Brisbane and Perth. It is about double two Northern Busways at a cost of \$735 million each. It is nearly two Gold Coast Rapid Transits at a cost of \$949 million. It is more than ample funding for the Robina-Varsity Lakes rail, which was costed at \$300 million, and the Springfield line, which will currently cost \$386 million.

This government has no plan to connect population growth and the road and public transport infrastructure that is required to sustain that growth. What we have seen is a blatant hot air balloon of planning. When we look at it we see that it is full of promises and lacks substance or a gritty evaluation to provide a well-costed, scoped and planned pathway to sustainable growth. When we see these sorts of cost blow-outs we see a mark of lousy planning. Other worthy projects are quietly rolled back without fanfare. This is what is happening across government.

I want to turn to another important issue. That is the issue of public servants facing forced relocation to the transport minister's electorate. It is about forced relocations and not about what is in the best interests of service delivery and addressing some of the fundamental issues in the public sector.

(Time expired)