



Speech by

**Fiona Simpson**

**MEMBER FOR MAROOCHYDORE**

Hansard Wednesday, 4 August 2010

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## **APPROPRIATION (PARLIAMENT) BILL AND APPROPRIATION BILL: ESTIMATES COMMITTEE C**

**Ms SIMPSON** (Maroochydore—LNP) (4.46 pm): There has been something of a ‘rail to Damascus’ experience for Labor with regard to Redcliffe rail. I am actually quite delighted that there seems to be agreement from all sides of politics that this is a project which must be brought forward. The state LNP strongly championed this project at the last state election, committing to bringing it forward in our first term if federal funding was found and, if not, to ensure that it came forward in SEQIPP in the second term before the opportunities around the corridor were compromised by development which missed the mark for transit-oriented development. Most importantly, we also recognised the need for other network upgrades such as the Pine River bridge, the Citytrain network and the north coast line for a whole-of-network approach, which also integrated with buses.

While the time lines for these are not as clear in Labor’s plan, I would urge the government to fulfil the recommendations of the cross-city rail pre-feasibility with regard to works required before the cross-city rail is delivered in 2016 to increase capacity, otherwise there is a real danger that efficiency will be lost and there will be gridlock in the network by 2016, and this is a high risk. I have had briefings with the department and asked for this detailed plan of works to be undertaken to increase capacity prior to 2016 and there has been no detailed response. This is unsatisfactory. We want more than just a ‘trust us’ promise from the government and we will continue to pursue this. If passengers and freight are to continue to increase across the network, this certainty needs to be based on more than just vague assurances from government. We need to see the evidence of the work and how the capacity will be guaranteed.

With regard to the important Redcliffe rail project, the opportunity is there to ensure that the development around it supports the objectives of mass transit and is truly integrated. We were attacked for saying that this project needed to come forward from the Neverland of SEQIPP in the out years. Labor bagged us and said Redcliffe rail was not the highest priority. However, as I said, I am pleased to see a change of heart. In fact, the member for Redcliffe, Lillian van Litsenburg, is quoted in the *Redcliffe and Bayside Herald* of 25 March last year as saying there are ‘bigger issues to consider’.

Pine Rivers MP Carolyn Male, in the *Pine Rivers Press* of 25 March last year, said that voters had told her that upgrading the Caboolture line was a priority over building the Petrie to Kippa-Ring rail link and that, ‘It will be built, but it is 12 to 14 years away.’ One thing I will agree on with the member for Pine Rivers is that the upgrade of the north coast line is vital to network functionality and that is why we committed to it. I call on the minister to give us a strong commitment as to when this work will be completed.

Something else that is critical is master planning around this corridor. We need to ensure that transit oriented development underpins its viability. There is also considerable state owned land, which we have identified, in addition to the corridor which needs to be preserved. It needs to be used for proper economic development in this area. There is an opportunity to get this right with jobs nodes and transit oriented density around the corridor. It is not just about commuters going into the city; it is about bringing economic development to these communities.

Given that the announcement of the government's commitment of \$300 million towards this project came two weeks after the budget estimates process, will the minister now advise the House how much money is being assigned to that project in this budget? I support the Redcliffe rail but I want to see transparency and accountability from this government. If this project is to be properly and efficiently delivered we need to know the amount in this budget that has been committed to the project. It was only two weeks after the estimates process that \$300 million in funding for this project was announced by the state government. The federal funding is not due to kick in until 2014-15. I also call on the minister to advise when the north coast line upgrades will take place which are critical to ensuring continued functionality. The system really needs to be about the whole network.

This brings me to my next point. Where is the integrated network plan, the transport plan for South-East Queensland—in fact, for all of Queensland? The Auditor-General criticised this government and said it was years out of date. It has been proven that SEQIPP has no relevance to proper integrated transport planning, particularly when we see rail paralleling busways. There must be a proper integrated transport plan to get the best bang for the buck, to ensure the sequencing occurs and to ensure that bottlenecks are avoided.

I ask the minister: where is the integrated network plan? Why has it not been released or is the government hiding it prior to the federal election because it does not want people knowing—

**Mr DEPUTY SPEAKER** (Mr Wendt): Order! The member's time has expired.

**Ms Simpson:** It is important for many other reasons—

**Mr DEPUTY SPEAKER:** Order! I call the member for Redcliffe.

**Ms Simpson:**—multimodal corridor as the cost levels discussed—

**Mr DEPUTY SPEAKER:** Order!