



Speech by

Dale Shuttleworth

MEMBER FOR FERNY GROVE

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TRANSPORT OPERATIONS (PASSENGER TRANSPORT) AND OTHER LEGISLATION AMENDMENT BILL

Mr SHUTTLEWORTH (Ferny Grove—LNP) (5.59 pm): I rise to give support to the Transport Operations (Passenger Transport) and Other Legislation Amendment Bill 2012. The primary aim of this bill is to dissolve the TransLink Transit Authority as a statutory authority, which will remove unnecessary duplication. This move will also introduce greater transparency and accountability, which, as we have heard several times this week, is an integral aim of all legislation that is being introduced by this LNP Newman led government.

This bill aims to ensure there is great capacity to effectively resolve community and operator interface issues. I have a particular interest in this bill, as it relates specifically to the improvement of integrated transport services with other providers in regional areas. Schedule 1B specifically mentions areas in the Samford Valley as belonging to the integrated mass transit area. This is significant, as it ensures that consideration must be given to ensuring that the planning strategy must give effect to the integrated regional plan.

In a submission that I made recently to the Assistant Minister for Public Transport I highlighted the need to improve services in this area. Without wishing to pre-empt the outcome of this review, I again add weight to the need to review both the frequency and the extent of services throughout the Samford Valley, Samford and Bunya regions to ensure that the new transit hub, Ferny Grove station, is effectively utilised through improved integration of these services. When coupled with initiatives that have been already introduced and mentioned by the member for Chatsworth earlier this afternoon, such as the 10th and subsequent trips free for go card users and by capping the fare increases to half that promised by those opposite, this LNP government is delivering upon its commitment to make our public transport network more reliable, affordable and appealing to commuters.

This bill also improves the administration of civil banning orders. This amendment allows a transit officer to detain a person under the direction of police until the arrival of police and transfer to their control. This measure eliminates the risk to commuters and the public at large that may have occurred during transport to police facilities.

I cannot let the irony riddled commentary of the member for Bundamba go through to the keeper. Somehow the short-sighted lack of planning of the previous administration is suddenly our fault. As she was previously a member of the government, surely she would know that a better time to intervene and increase parking availability at a greenfield site would have been a few years ago, when the designs were being finalised. The particular irony for me is that, even with a new park-and-ride facility at Ferny Grove, an end-of-the-line transit hub that is capable of accommodating nearly 1,000 cars, that, too, will be well short of the requirement for the area. The irony is that, yet again, a complete lack of focus on future requirements for planning in lieu of immediate political advantage means that communities are making do with substandard infrastructure. Perhaps the most ironic aspect is that there were reportedly PPP partners willing to engage the state to deliver effective long-term solutions for the community but these were overlooked. In conclusion, I thank the minister and his department for the introduction of these common-sense amendments. I commend the bill to the House.