




Speech By  
**Dr Christian Rowan**

**MEMBER FOR MOGGILL**

---

Record of Proceedings, 27 October 2015

### **BUILDING QUEENSLAND BILL**

 **Dr ROWAN** (Moggill—LNP) (5.56 pm): I rise to address the Building Queensland Bill 2015. The purpose of this legislation is to allow for the creation of a new, independent statutory advisory body which will provide strategic advice and assist with the preparation of relevant business cases on behalf of the Queensland government with respect to infrastructure planning. Ensuring an integrated whole-of-government approach is taken in relation to infrastructure investment planning and development allows for enhanced productivity and efficiency whilst also ensuring a consistent and standardised outcome is achieved with respect to public investment by the taxpayers of my electorate of Moggill and the people of Queensland.

In my former position as the deputy chief medical officer for UnitingCare Health and director of medical services at St Andrew's War Memorial Hospital, I was regularly required to assist with the assessment of infrastructure priorities based on an evaluation of rigorous business cases, taking into account many variables including demographics, casemix, acuity and complexity of episodes of care, community and social benefits, as well as broad, economic factors both domestically and internationally. A detailed cost-benefit analysis was always an essential component of the processes I have been involved with and always needs to occur as it can provide for an independent and transparent rationale with respect to evidence based decision-making.


The Building Queensland Bill 2015 will provide for independent expert advice to the state government and allow for the development of a transparent framework. The proposed Building Queensland board of management has the potential for appropriate and diverse representation. It would be entirely appropriate for the LNP opposition to be consulted on any proposed and short-listed board members prior to recommendations by the minister to the Governor-in-Council. Certainly, infrastructure planning should, where possible, not be politicised.

I also have some reservations with respect to the potential politicisation of Building Queensland given certain sections of the proposed legislation. A bipartisan approach should always be taken, and locally in my electorate of Moggill there is significant investment needed in an integrated road and public transport plan. As population growth continues in the various suburbs of my electorate of Moggill, the increasing number of cars and buses are clogging the major entry and exit points to the area—that is, Moggill Road. Moggill Road runs through my electorate from the Centenary Highway to the Moggill Ferry and is the main arterial both in and out of the area. The only other road exit is via Colleges Crossing. Following heavy rain events, both the Moggill Ferry and Colleges Crossing are regularly closed, leaving Moggill Road to carry the full traffic load.

Shortly after I became the state member for Moggill I was approached by a number of concerned residents expressing their concerns about the safety and the condition of state roads in the electorate as well as the availability of and access to public transport services. In fact, this issue had also received significant local media coverage throughout the election campaign with bipartisan support that something had to be done. I will hold Labor to account given they are in government and that their local

candidate gave a commitment. One such local resident who approached me about road and public transport infrastructure was Mr John Gibson. John is a retired consulting engineer who has lived in the Kenmore district for 47 years. He came to see me well prepared with a document outlining the future road needs in the south-western sector of Brisbane which he had been working on since 1979.

Debate, on motion of Dr Rowan, adjourned.

 **Dr ROWAN** (Moggill—LNP) (7.38 pm), continuing: Shortly after I became the state member for Moggill, I was approached by a number of concerned residents expressing their concerns about the safety and condition of state roads in the electorate, as well as the availability of and access to public transport services. In fact, this issue had also received significant local media coverage throughout the election campaign with bipartisan support that something had to be done. I will hold Labor to account given that they are in government and that their local candidate gave a commitment.

One such local resident who approached me about road and public transport infrastructure was Mr John Gibson. John is a retired consulting engineer who has lived in the Kenmore district for 47 years. He came to see me well prepared with a document outlining the future road needs in the south-western sector of Brisbane which he had been working on since 1979. He indicated he had approached several elected representatives over the years with limited success. Together John and I agreed that John should meet with another constituent of mine, Mr Jim Bakker, a retired insurance broker, who has also lived in the area for many years. The two of them met in my office and quickly coopted Mr Keith Beardsmore, a retired RAAF squadron leader, and Mr Frank Beattie OAM, a retired Australian Army officer, to form a committee. This committee of four very experienced local residents with significant knowledge, skills and professional expertise set about putting together a detailed document on public transport as well as road and traffic issues affecting the Moggill electorate.

Their final report covers every aspect of transport in and out of the western suburbs via Moggill Road and the Centenary Highway and Ipswich via both the Moggill Ferry and Colleges Crossing. The main points identified by the committee were the high cost of public transport and the fact that public transport only serves half of the electorate; the need for a bridge at Bellbowrie over the Brisbane River to connect with the southern suburbs and which would also allow for other alternative transport options including rail access; major upgrades including the widening of Moggill Road between Bellbowrie and Kenmore from two to four lanes with specific reference to the one lane outbound issue between the traffic lights at Our Lady of the Rosary School and Kilkivan Avenue; traffic flow and pedestrian safety issues at the Kenmore Village roundabout; the potential for some of the more populated areas at Bellbowrie, Moggill and Karana Downs, as well as some of the rural/residential blocks, to still be rendered flood bound as occurred in 2011 with no emergency way out except by helicopter; and the potential for the long-proposed and at times controversial Kenmore bypass to not deliver a substantial resolution to traffic congestion.

The committee signed and dated its submission and presented it to me on 1 October 2015 and I intend to discuss the contents of it with representatives of my own party, as well as those from the government. This aforementioned local issue is a practical example of an integrated infrastructure project that could be considered and evaluated by the new statutory advisory body, Building Queensland. I would recommend that further efforts could be made in relation to the degree of clarity, transparency and accountability reflected in the Building Queensland 2015 legislation. Also, it would be appropriate that a number of current infrastructure projects in Queensland be immediately referred to Building Queensland to ensure that due diligence and a rigorous evaluation process have occurred. That would be the right thing to do by the people of Queensland.

Amendments as proposed by the LNP would also strengthen this legislation and rectify problematic areas. When in government, the LNP had a great track record of delivering infrastructure, from roads to school maintenance programs, from the redevelopment of the Herston quarter to flashing lights outside schools, as well as the terrific royalties for the regions program. That was able to occur because of prudent financial management implemented and led by the former treasurer and then minister for trade, the Hon. Tim Nicholls.

The real question for Labor is: where will the money come from for any of its infrastructure proposals? What is Labor's proposed funding source? Labor has a litany of failed infrastructure projects including, firstly, the \$1 billion white elephant that is the Tugun desalination plant; secondly, the \$600 million spent on the Traveston Crossing Dam; thirdly, the \$1.3 billion failed Health payroll system; and, fourthly, the \$2.2 billion blow-out in building the Sunshine Coast, Gold Coast and children's hospitals.

The current circumstances of the Lady Cilento Children's Hospital are a consequence of Labor's failed plans, going right back to 2006 when former premier Peter Beattie announced plans to bring the Royal Children's and the Mater Children's hospitals together into a single hospital. Labor failed to make

any proper assessment, failed to undertake proper planning and failed to diligently undertake a business case. The legacy of Labor is what the children of Queensland, their parents and families, and treating doctors and nurses all face today: inadequate bed numbers, inadequate staffing, inadequate clinical design and, as a consequence, a failure to be able to provide the care that is needed. Stories continue to emerge of patients being turned away, patients not being able to get access and critical surgery being delayed. Clinicians and former AMA Queensland presidents, including myself, warned of this for years. The health minister is now announcing policy on the run with his \$70 million over four years to urgently add another 31 beds and provide additional staffing. Multiple clinical investigations are being undertaken by the Health Ombudsman and multiple coronial reviews are being undertaken by the State Coroner. Labor has the blood of Queensland children on its hands.

The draft infrastructure plan, released yesterday by the Deputy Premier, is not credible. Labor's infrastructure freeze has become a blizzard. The Palaszczuk government is yet to identify how it will pay for future infrastructure. Queenslanders did not vote for an infrastructure freeze. They deserve better. I believe I have here in front of me a copy of the Deputy Premier's infrastructure wish list. But no, in fact, it is not a wish list because it is blank.

**Mr DEPUTY SPEAKER** (Mr Elmes): Order! The member for Moggill will put down the prop.

**Dr ROWAN:** There is nothing on it. It is the outcomes of the Labor government's 70 reviews. It is blank. There is nothing on it—zip and zero. Perhaps it is actually the actions taken by the Premier and the Labor government against her CFMEU colleagues, Dave Hanna and Michael Ravbar. That is also blank. No action was taken against them by the Labor Party, despite their poor conduct and their alleged criminality. Also, there have been 70 reviews, but there are no outcomes at this stage.

The infrastructure freeze continues in Queensland. Queensland did not vote for this. They have no plans. They have no vision for the future. They have no infrastructure plans. Queenslanders deserve better.