




Speech By
Linus Power

MEMBER FOR LOGAN

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MOTION

Toll Roads

 **Mr POWER** (Logan—ALP) (5.21 pm): It is amazing to see that those opposite when in government did nothing about SPER or tolling debts and now, all of a sudden, they take an interest in it, especially when we see that the minister and the legislation we have passed are having an impact and making a change in this area. We are the type of government that cares about toll users and the toll road system. We want to see it work better, so we are willing to support the amended motion.

I rise to speak in support of the amended motion proposed by the Minister for Transport and Main Roads, which goes further and expands on the original motion. The amended motion expands the terms to call on the Transport and Public Works Committee to consider the operation of toll roads and toll pricing incentives, improving the complaint process, improving customer service standards and the relationship between the Tolling Customer Ombudsman and the Queensland Ombudsman.

I regularly deal with people who have issues with tolling fines. I am a member of the Finance and Administration Committee and we dealt with some of these issues related to the process of referring toll infringements and reducing the time it takes. As part of these changes we have seen tolling debts flowing through to SPER change significantly, from 55,000 down to 8,000 and from a value of \$150 million to just \$22 million per annum. This is still significant and something we can work harder on, but we need to acknowledge that the previous LNP government did absolutely nothing about this issue. They did not take on these tough and detailed issues on behalf of consumers of toll roads. They did absolutely nothing.

We have heard from LNP speakers that reducing congestion is not just about toll roads. In the Logan area the Mount Lindesay Highway is the lifeblood of the area. Everyone from Hillcrest to Boronia Heights and Jimboomba use it almost every day. The opposition talks up congestion busting, but what did they do about this when in government? What did all of those LNP members opposite do about the Mount Lindesay Highway when in government? The answer is almost nothing, zero. The LNP while in government added a paltry \$1 million and nothing was budgeted for the four years from 2015 to 2019. I had to start from a base of absolutely nothing, because that is what the LNP thought about congestion busting on the Mount Lindesay Highway; they thought it was not important at all.

My job is to make up for that LNP inaction. Since that time, through the minister and his great office we have made significant investments in the Mount Lindesay Highway including \$20 million for duplicating the highway to four lanes at Park Ridge South; \$20 million in funding for the service road between St Aldwyn Road—all members would know Olley's—and Greenbank Road; an upgrade of the Greenbank Road intersection; \$20 million for lifting and four-laning the road between Camp Cable and Johanna Street on the approach to Jimboomba; also the Camp Cable Road intersection has been completed; and recently there was \$14 million to upgrade the Stockleigh Road intersection to a four-lane signalised intersection that is going to increase safety.

These are really worthwhile contributions and investments. They all could have happened under the LNP, but none of them did. Their plan was to have no congestion busting on the Mount Lindesay Highway whatsoever in the four years.

A government member: Shame!

Mr POWER: It is a shame. An inquiry is very worthwhile, and I commend the minister's expanded version. We should note that the Logan Motorway and the Gateway Motorway are a vital part of the road network in Logan. The Logan Enhancement Project, which you know well, Mr Speaker, is in the middle of construction and brings major benefits to Logan locals. It adds extra lanes to the congested area between the Mount Lindesay Highway, the Gateway Motorway and Wembley Road. This area is congested and these three exits in quick succession lead to accidents that clog up the roads. The Logan Motorway carries the highest percentage of trucks on any road in Queensland. The Logan Enhancement Project brings greater certainty to travel because it is projected to reduce the incidence of accidents by up to 80 per cent and reduce delays. This certainty and reduced congestion at exits will draw jobs to the Logan area, especially in transport and logistics. Quicker entry to these roads will mean businesses are more likely to locate to the local area and expand their operations, creating local jobs.

The Logan Motorway was facilitated by this government under the market-led proposal framework and an investment in roads in the area of \$512 million. It remains a great achievement of yours, Mr Speaker. It provides new exits and duplicates the Wembley Road overpass. These are investments that we have made in congestion busting. We have made investments on the Mount Lindesay Highway; we have made improvements to the process of referring fines to SPER and to tolls—and we have seen that make an impact—and we are also making changes to improve the Logan Motorway that will result in significantly fewer accidents. I suggest that anyone who wants to see congestion busting support the minister's amended motion.