




Speech By
Hon. Mark Bailey

MEMBER FOR MILLER

Record of Proceedings, 14 June 2018

**APPROPRIATION (PARLIAMENT) BILL; APPROPRIATION BILL; REVENUE
LEGISLATION AMENDMENT BILL; BETTING TAX BILL**

 **Hon. MC BAILEY** (Miller—ALP) (Minister for Transport and Main Roads) (7.48 pm): For the third year in a row the Palaszczuk government is again delivering a record investment in road and transport infrastructure—\$21.7 billion over the next four years. That is the third record investment in a row after four years in government. We topped the previous QTRIP funding by \$700 million, with state funding up 10 per cent over four years and a federal government reduction of 6.2 per cent for Queensland. That is an absolute disgrace.

In the 2018-19 financial year, we will invest \$4.4 billion to deliver the commitments in the transport and rail space that we made during the last election campaign, to make sure that we have the infrastructure for the future population growth that our state needs. One of those key commitments is delivering upgrades on the M1. We did not see a single new dollar spent on the M1 in the entire three years of the Newman government. That is an extraordinary record when you think about it. That was three years of leaving people on the Gold Coast and in Logan in the lurch. We have committed funding to four upgrades: one is underway on the Gold Coast now and the other upgrade to the border will commence immediately after; the merge upgrade is underway and the fourth one will commence straight after that. The previous government ignored the M1 and they let people down. Every time the Gold Coast LNP MPs drive on the M1 they must ruminant and think, 'Gee, we could have done this but we didn't. We could have but we didn't.'

We have seen the Palaszczuk government invest right across Queensland, not just in the south-east corner, with 65 per cent of our infrastructure spend outside the greater Brisbane area.

Mr Millar: What about Western Queensland?

Mr BAILEY: I will come to Western Queensland. I take that interjection from the member for Gregory. When we came to government I had a conga line of mayors from Western Queensland complain about the performance of the Newman government—about how they cut funds, how they cut TIDS, how they cut jobs in Western Queensland. We had a western roads package and we continue our commitment to western roads in a way that the member for Gregory and his team never did when they held the reins of power.

There is \$514 million for the Bruce Highway Haughton River flood plain project; \$497 million allocation for the Mackay Ring Road; and \$481 million for the Cairns southern access corridor stages 3 and 4. We have the Ipswich Motorway project underway—another project ignored by the Newman government. It is a project that is welcomed, I know, by our Ipswich MPs, also by the Premier and me and no doubt by the member for Mount Ommaney. There is a \$189 million allocation for the Peak Downs Highway and Eton Range realignment and \$121 million for the Rockhampton northern access upgrade. Even the Capricorn Highway duplication from Gracemere to Rockhampton gets \$75 million.

The member for Barron River was instrumental in getting the Smithfield bypass underway—something the Newman government ignored for three years. They did not do a thing. What happened? They lost every Cairns seat. There you go, Mr Deputy Speaker. That is the sort of thing that happens when you do nothing in government. We also see \$65 million over the forwards for the Sumners Road interchange. That is something the member for Mount Ommaney worked very hard for and something the Newman government ignored for three years.

Western Queensland communities will get more than \$800 million over the next four years, with \$5 million as a supplement this year. I know that the member for Gregory is embarrassed that the previous government let his communities down.

In the rail space, the Palaszczuk government delivered the Gold Coast Light Rail in 18 months flat and we duplicated Coomera to Helensvale. We set it up for the Commonwealth Games. The Commonwealth Games transport plan was on a road to disaster under the LNP because they were not investing in infrastructure. We have done those two key rail projects. We are continuing on with Cross River Rail and the duplication of Nambour to Beerburrum—a project that the previous government did not even start the planning for. One of the most amazing things about the LNP in government was that, even if you accept their mantra of cuts and austerity, they did not even invest the modest amounts to get the planning done to get these key infrastructure projects underway. That is where the great failure is under the LNP. They could have started all of the planning, but they did not even do that. It has been left to Labor to deliver the Nambour to Beerburrum upgrade after three years of nothing by the Newman government.

We see a commitment of \$21 million in the budget for the north coast rail line between Townsville and Rockhampton and \$380 million over five years to upgrade the Mount Isa to Townsville rail line. We will see station upgrades at Cannon Hill, Albion, East Ipswich, Fairfield, Dakabin, Loganlea and Buranda. Design is underway for those. There are major constructions underway at Morayfield, Strathpine and Boondall thanks to our hardworking MPs who stand up for their electorates. They go in and advocate for it. We have to ask: why did 'Big Trev' lose Kallangur? It was because he did not stand up for his electorate. The current member for Kallangur does. That is why he has the Petrie roundabout funded. That is why the member for Pine Rivers has upgrades for her Strathpine station and other stations as well. We see \$12 million-plus going into park-and-ride upgrades at Geebung, Springfield Central, Lindum, Darra, Salisbury, Virginia and Lawnton during this term. There is the Northern Transitway and the Eastern Transitway. If you want public transport and a balanced transport network, you have to vote for the Labor Party because we deliver.

With the opposition you only get confusion or entirely the wrong track. Cross River Rail is a no-brainer. It has been a no-brainer for nearly a decade. Yet we have the Leader of the Opposition coming in here still opposing it to this day. Every commuter on every single South-East Queensland rail line will benefit from more trains more often by unplugging the blockage in the middle of the system where there is only one inner-city rail crossing. It is a pretty simple idea, but the opposition to this day oppose it. It shows the lineage from Campbell Newman to Tim Nicholls to the member for Nanango. They are like peas in a pod: the policy does not change.

In this budget we are spending \$240 million on bike-riding infrastructure over four years. The Veloway on the south side is an awesome project. If the Brisbane City Council stops blocking the North Brisbane Bikeway, we will get that done as well. We are investing in bike-riding infrastructure in Toowoomba with the New England Highway Cycleway and in Mackay with the bikeways on the Ron Camm bridges. Statewide there are 56 new cycling infrastructure projects. If you think that that is a fringe issue, you have lost the plot. It is a fundamental part of our transport system.

Then we have our electric vehicle superhighway, which we are adding to. The electric vehicle revolution is coming. If you do not understand that yet, broaden your reading because it is going to have major ramifications in terms of road infrastructure. Most other countries are way ahead of us. We have our own unique pattern here in Australia. We in Queensland are ahead of the curve—the first state with its own superhighway. It is the largest electric vehicle superhighway in one state in the whole world. The Palaszczuk government is ahead of the game on that.

Let me make a couple of comments about the Leader of the Opposition's contribution on the budget in the transport space. What a classic case of magic wand economics. We have ultra complaints about us not doing enough here and not doing enough infrastructure spending there. Then we get the complaints about debt, debt, debt. We are not doing enough here but debt is a problem. It is magic wand economics from the Leader of the Opposition.

Probably the only person on the other side who has a little spring in their step this week would have to be the member for Broadwater—the shark from the Broadwater. He is watching them sink. The Leader of the Opposition should find the person who wrote the line, 'I'm proud of the Newman

government.' She should find that person and sack them because they set her up something fierce today. That will be an albatross around the opposition leader's neck until she loses the leadership probably next year to either the member for Everton or the member for Broadwater. It is unbelievable that she would sign up to that line. It shows her lack of judgement. It shows that she is not fit to be premier of this state.

We are already seeing the leadership of the Leader of the Opposition unravel when her commitment on air conditioning lasted about 30 minutes today until it had to be clarified because it had not been thought through, just like when she thought the games lanes for the Commonwealth Games should be put in later but her opposition shadow said they should be put in earlier. There is no coordination and no teamwork from the opposition. She also came into this place saying there were 326 complaints. How many were there? There were three pages from one complaint. It is becoming pretty clear that it is a shambles beneath the veneer of the opposition leader's leadership.

When it comes to transport, let us look at their position on the Gold Coast Light Rail. They opposed Gold Coast Light Rail stage 1. They said the world would fall in. The member for Surfers Paradise, the then leader of the opposition, opposed it. Now they say they will support it because people support it—they love it. Yet we have the member for Burleigh out there trying to spike it, trying to stop it, trying to send it off to the boon docks, trying to kill it with a ludicrous policy. Once again, they are trying to stop Cross River Rail and they are trying to stop the Gold Coast Light Rail. They do not understand a balanced transport network. That is probably why they do not hold too many seats in Brisbane. They went backwards. There was a massive swing against the member for Clayfield. He was the leader. He had all the publicity. He had all the focus and he had a 4.2 per cent swing against him. Moggill is down to five per cent. They hold Chatsworth by a string.

They have no idea about urban policy and transport infrastructure in South-East Queensland. This was their opportunity to pivot and get their heads around decent policy, but we get the same old stuff from the member for Clayfield and the former member for Ashgrove, Campbell Newman. They opposed Cross River Rail and now we get nothing new from them whatsoever. What a laugh their renewables commitment is. If they support it, they would support a target. The opposition has no target. We have a 50 per cent target that is driving massive investment in a boom.

This is a very strong budget. It is a fair budget. It is a jobs budget, it is an investment budget and it is an infrastructure budget, and it is taking this state forward.