




Speech By
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MEMBER FOR GLASS HOUSE

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TRANSPORT AND PUBLIC WORKS COMMITTEE

 **Mr POWELL** (Glass House—LNP) (3.53 pm): I, too, rise to address report No. 14 by the committee as it alludes to the review of the Auditor-General's report No. 4 for 2017-18 titled *Integrated transport planning*. In one sense what we read in the Auditor-General's report is no surprise. It confirms what mums and dads and business owners, particularly across South-East Queensland, are feeling each and every day, and that is congested roads, failing public transport, taking longer to get to and from their home to their place of work, to their business and home to their families, especially across South-East Queensland, including the electorate of Glass House.

What I think is most concerning is the extent to which we have a looming crisis, if we are not already in crisis. We hear from the Auditor-General that the Department of Transport and Main Roads and the then department of local government are developing the foundations but they need more time. I am sorry; we do not have more time. We need this sorted now.

The Auditor-General goes on to say that 'delays in finalising the QTP and publishing the TCP 2017-2027 mean there is a lack of certainty over strategic direction' and 'these delays could result in a disconnect with strategic priorities'. We are already seeing it. Brisbane City Council environs in particular are seeing it. Because of successive Labor SEQ regional plans, we have exorbitant infill targets being imposed on councils without the infrastructure required to get people to and from their place of work or education.

What it means, as other colleagues have already pointed out, is that DTMR is struggling to keep up with the renewal of its existing network. It is underfunded. It forecast that the renewal backlog on the state controlled road network will exceed \$9 billion over the next decade. What the Auditor-General says is that, because of this, DTMR will remain focused on delivering a sustainable transport system by prioritising its funding towards running and maintaining the existing transport network including repair and renewable, and then investing in new infrastructure—and the really scary words are—'when it can'. At the moment DTMR is struggling to keep up with repairing what they already have. There is nothing being put aside to invest in the road and public transport infrastructure that this state, and particularly South-East Queensland, needs.

Not surprisingly, as I said, the report then details what we know mums and dads plainly see every day. That is, the transport modelling for vehicle travel indicates that the transport system performance under most of ShapingSEQ's assumptions show potential average peak travel times will increase significantly by 2041 compared with 2016. We have a crisis now. We cannot wait for this to be sorted out in the coming years. We need to get the transport planning aligned with the regional planning so that the infrastructure is in place as the population growth commences, not after the population growth has finished.

What is most alarming is that, whilst it was focused on Transport and Main Roads and transport planning, it has let the Minister for State Development, Manufacturing, Infrastructure and Planning completely off the hook. The reality is that a lot of what we are seeing in South-East Queensland is because of ShapingSEQ, which is putting targets on councils that have to achieve exorbitant infill of

population without the transport infrastructure to get them around. It is why people in the electorates of Chatsworth, Everton and Aspley are calling out for public transport solutions because they are suddenly seeing three-storey, six-storey and 10-storey developments imposed on the Brisbane City Council without the public transport solutions needed to move those people around.

We have to have a very mature conversation, particularly from the planning department, as to how we accommodate future population growth. We cannot keep putting people into these suburbs without giving them the infrastructure they need. The report suggests that some of the delays were due to changes of government. We have had a generation of Labor now, with the exception of three years under LNP, and the government that needs to be blamed is the Palaszczuk Labor government and their predecessors who have neglected this and allowed it to fester and become the crisis that it has today.