




Speech By  
**Linus Power**

**MEMBER FOR LOGAN**

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**TRANSPORT LEGISLATION (ROAD SAFETY AND OTHER MATTERS)  
AMENDMENT BILL**

 **Mr POWER** (Logan—ALP) (5.10 pm): I rise to speak on the Transport Legislation (Road Safety and Other Matters) Amendment Bill. I cannot help but reflect on the contribution of the previous speaker, the member for Burdekin. I know that during their time in government the LNP cut \$160 million from the budget for the Mount Lindesay Highway. When I listen to those on the other side, I reflect on all of the cuts that were made to roads in their electorates during the time of the LNP government. I have to directly address what the member for Burdekin said about road safety in his contribution to the debate. While the member for Burdekin was allowed to say those things and to speak to those matters, he failed to acknowledge the huge cuts that were made under the LNP government and that he voted for budget after budget, specifically—

**Mrs GERBER:** Mr Deputy Speaker, I rise to a point of order under standing order 118(b), relevance. This has nothing to do with the long title of the bill.

**Mr DEPUTY SPEAKER** (Mr Martin): Member for Logan, while you have responded to what the member for Burdekin brought up, I ask that you come back to the long title of the bill.

**Mr POWER:** Road safety is in the long title of the bill and the member for Burdekin spoke about it, but he did not speak about any of the cuts that were made during the LNP's time in government. We still see the impact of those cuts today.

The amendments to section 117 of the Transport Operations (Road Use Management) Act will allow some of the hypothecated funding to be used to address some of the problems that came about when the member for Burdekin failed to vote for increased funding for our roads. In fact, he voted to cut funding to the Mount Lindesay Highway. There were \$160 million worth of cuts to the funding for the Mount Lindesay Highway that the member for Burdekin failed to speak about. Obviously those cuts have meant that intersections were not upgraded and four laning was not addressed. The amendments to section 117 of the Transport Operations (Road Use Management) Act are really important because they will allow hypothecated funding to be used to address some of the legacies of the LNP's failure to fund during that period.

I commend the minister who stepped forward to commit funding for massive improvements to the Mount Lindesay Highway for all of those years plus the forwards, which are really important in a budgetary process because they lock in some of that road funding. The member for Scenic Rim, who also voted for the LNP's cuts, would note that the amendments to section 117 will result in beneficial initiatives. We need to reflect on the funding that comes from road traffic offences, which is a significant amount.

**Mr Krause** interjected.

**Mr POWER:** I am going to get to some important things about Camp Cable Road. I thank the member for Scenic Rim for that important introduction. He knows what a champion I am of Camp Cable Road and how important it is. On 27 November 1996—and the police minister spoke about this—the

Elder amendment was put forward to hypothecate this funding. For the benefit of the schoolchildren who are eagerly listening to this speech, hypothecation is where funds are linked directly to a particular task.

**Mr Boothman:** Is that the only word you have in your speech?

**Mr POWER:** I have used the word twice. It is probably too much for the member for Theodore, who does not understand it.

**Mr DEPUTY SPEAKER:** Direct your comments through the chair, please, member for Logan.

**Mr POWER:** Since that point, those funds have been linked to road safety funds. These changes are really important, as road safety education and awareness programs and road accident injury rehabilitation programs are new additions. Importantly, and this might be something that the member for Scenic Rim will be interested in with reference to Camp Cable Road, while road funding improves the safety of state-controlled roads where accidents most frequently happen, the changes will mean that we can invest in roads where analysis says that they will be dangerous. That is really important in growing areas such as mine.

We know that the LNP's cuts hurt growing areas, especially when it came to road funding. We will be able to act in areas where we can see that there are issues, even though there has not been a history of accidents. In places where we know anecdotally that there are near misses, we can get the experts out to analyse the situation. Where they can see that important changes need to be made, investments can be made in those areas. They will not be precluded from doing that because there is no history of accidents. That means that, in a growing area, we will not have to wait because of the cuts of the LNP or, in this case, wait for special funding for safety programs. We can be the advocates, along with the community—

**An honourable member** interjected.

**Mr POWER:** That is right. The member for Scenic Rim voted for \$160 million worth of cuts in funding to the Mount Lindesay Highway. The people of Beaudesert have not forgotten those cuts. That is why they are really pleased to see the four-laning of the highway from Rosia Road through to Stoney Camp Road and on to Chambers Flat Road. I will keep fighting to see that continue all the way through to Green Road. This government is committed to the Mount Lindesay Highway and to road safety on that highway, including through the amendments to section 117.

**Mr Boothman** interjected.

**Mr POWER:** You keep saying something about Scotty. How many ministries did he have?

**Mr DEPUTY SPEAKER** (Mr Martin): Order! Member for Logan, direct your comments through the chair. Member for Theodore, please stop interjecting. If you continue then you will be warned.

**Mr POWER:** Because of the clear intent of the Elder amendment, all of that money has gone into making Queensland roads safer. We are not changing that fact. We are still investing back into road safety. I want to reflect on that moment because we had a minister who was prepared to listen. Whenever something comes from a committee and the minister listens and makes changes, there is enormous criticism from those opposite, which is more of a reflection on what they would be like as ministers. They would assume they had all the ideas and would never accept anything that came from the community, from a committee or from their fellow members.

I believe listening is a strength. I commend Vaughan Johnson for what he did all those years ago. When Jim Elder, the then member for Capalaba, came forward with a good idea, Vaughan Johnson said, 'That is a good idea and we are willing to accept it.' That has had an enormous and positive legacy for Queensland. Queenslanders know that if they make a mistake or they do the wrong thing—if they are distracted or are not wearing a seatbelt—their fine will go towards making our roads safer. That was an enormous change and it came about because a minister was prepared to listen. He might be the last LNP minister who was prepared to listen to the community, to the opposition and perhaps even to his own committees. We constantly hear from those opposite that they would reject that approach because they think they have all the knowledge. However, history has proved that approach to be really positive and I commend Vaughan Johnson, who was possibly the last LNP minister who listened and who made a big difference over time.

Recently I saw a person who had had a very serious accident. He is unable to wear a seatbelt. We went through the process, because such people are being picked up much more often under the provisions of speed camera legislation.

**Mr Stevens:** I had a passenger who was picked up.

**Mr POWER:** Exactly. This gentleman has some serious problems as a result of a previous car crash where unfortunately he was not wearing a seatbelt, but that was a long time ago. This gentleman's doctor had written to TMR to say that it was very difficult for him to wear a seatbelt. We know that there are now legal protections for health professionals who report on medical fitness to drive. We want this to be a secure and fair process.

**Mr Stevens** interjected.

**Mr POWER:** I will have to speak to the member for Mermaid Beach later. I am always good at helping out constituents, making sure that they know the process so they can go through it. I can assist in informing the member for Mermaid Beach about the process.

I also note the changes in terms of flashing school zone signs. In my electorate this has been a big issue. When one of the first such flashing signs was introduced by this government at Regents Park State School, we had a fantastic event where the school community acknowledged it. That was not just about acknowledging the investment in flashing school zone signs and ensuring people were aware of them; it also advertised to people the importance of slowing down in school zones. I recognise my former opponent and now councillor Scott Bannan, who, together with me, advocated for a flashing sign at Jimboomba school. It is good to see that we can work together for the good of the community. Flashing school zone signs are so important. My message is that when people see those school flashing zone signs—

**Mr Krause** interjected.

**Mr POWER:** You drive past Jimboomba on the way up there, member for Scenic Rim—they should acknowledge that it is time to slow down. In Jimboomba we are also doing some fantastic work on a safe under-school crossing. All of those things together will contribute to make schools in Logan safer.