



Speech By
Steve Minnikin

MEMBER FOR CHATSWORTH

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MOTION

Transport Infrastructure

 **Mr MINNIKIN** (Chatsworth—LNP) (5.08 pm): I move—

That this House notes:

1. the overwhelming feedback provided to LNP MPs and candidates across the northern suburbs of Brisbane acknowledging the failure of this third-term Labor government to provide congestion reduction solutions for the area.
2. the overwhelming support for a tunnel to be built between Kedron and Carseldine that would:
 - get people home to their families sooner
 - reduce time stuck in traffic on Gympie Road
 - improve productivity of small businesses and their staff
 - reduce time taken to get to the Sunshine Coast and Moreton Bay regions
 - provide jobs to the construction industry

And calls on the Miles government to:

1. publicly release the findings of the \$35 million study into the proposed toll tunnel this week from Kedron to Carseldine including the:
 - route alignment and portal locations,
 - construction cost and timeframes,
 - amount of any government contribution,
 - benefit cost ratio,
 - toll prices,
 - expected traffic volumes,
 - changes to existing surface roads, and
 - any public transport benefits.
2. allocate funding in the upcoming budget to finally progress the project.

Earlier today I read with a lot of interest an online *Courier-Mail* article which I think best summed up the absurd situation we are in. It is headed 'Premier's bonkers blame game over Qld's busted roads, transport network'. I have to give it to the ALP. I thought I had heard every single excuse known to humankind, but they have trumped it yet again. Apparently, all of the traffic congestion on the northern side of Brisbane can be blamed on those pesky new immigrants.

I did a bit of research into population growth. I would like to share that with the House. The claim that international migration is the primary reason for traffic congestion is simply wrong. Queensland's population growth is in line with predictions. In fact, in 2015 the government projected that Queensland's population would be 5.25 million in 2021, medium series data. The 2021 Census showed that Queensland's population was 5.16 million. In 2015 the government projected that Queensland's

population in 2026 would be 5.73 million. The Queensland Government Statistician's Office currently predicts that the 2026 population will be 5.66 million. It is completely and utterly absurd for the Premier to say that the reason for traffic congestion in the northern suburbs of Brisbane is new immigration. It is absolutely absurd.

It is worthwhile providing a bit of history of the Gympie Road bypass tunnel. The LNP Brisbane City Council previously undertook a traffic study for the north side in 2022. This received \$10 million in funding from the Morrison federal government. The Brisbane City Council study recommended a tunnel from Kedron to Carseldine via Trouts Road. In August 2022—I have to stress—then minister for transport and main roads, then minister Mark Bailey, called council's proposal—

Mr BAILEY: Mr Deputy Speaker, I rise to a point of order.

Honourable members interjected.

Mr DEPUTY SPEAKER (Mr Kelly): The House will come to order. What is your point of order, member for Miller?

Mr BAILEY: The member for Chatsworth is referring to me by my Christian name and surname. He knows that he needs to refer to other members by their titles.

Mr DEPUTY SPEAKER: I will take some advice—and I will take it in silence. Member for Chatsworth, I remind you to use members' correct titles.

Mr MINNIKIN: Certainly. Then minister Bailey called council's proposal a 'feeble fantasy' and a 'farce'—his exact words. In June 2023, the Palaszczuk government announced that the Queensland Investment Corporation, QIC, would undertake a \$35 million study for a potential toll tunnel from Kedron to Carseldine. It is worth noting that earlier this month the RACQ called on the government to release traffic modelling for the project.

Traffic on Brisbane's north side is a complete and utter nightmare, and I will shortly mention a few people who know that firsthand. In the 2023 RACQ *Annual average speed and average travel time on Brisbane and Gold Coast (state/TMR) roads* report, the average speed during morning peak hours on Gympie Road decreased from 42 kilometres an hour in 2019 to 36.8 kilometres an hour in 2023; Sandgate Road/Braun Street decreased from 45 kilometres an hour in 2019 to 40.3 kilometres an hour in 2023; and the Gateway Motorway from the Pine Rivers Bridge to the Deagon Deviation decreased from 89 kilometres an hour in 2019 to 82 kilometres an hour in 2023.

Queenslanders are frustrated. They are not getting the roads, rail and other infrastructure their communities demand. I will tell the House about a few people who get it. In fact, I am delighted to announce that in the public gallery right now we have Fiona Hammond, the candidate for Stafford; Dean Clements, the candidate for Pine Rivers; and Amanda Cooper, the candidate for Aspley. They have been doorknocking for months and months, and they know that traffic congestion in the northern suburbs of Brisbane is right up there. At the end of the day, the election is going to be very interesting. When it comes to getting involved with their community every single weekday, they are out there doing the job. I salute what they are doing because they back up everything that we know and they are not looking for feeble excuses like the Premier of this state. I support these candidates. If we are honoured to get into government, we will get things moving.