




Speech By
Tim Nicholls

MEMBER FOR CLAYFIELD

Record of Proceedings, 22 May 2024

MOTION

Transport Infrastructure

 **Mr NICHOLLS** (Clayfield—LNP) (5.19 pm): It is a gift to follow Labor speakers in this House, but it is a particular gift to follow someone with such a poor memory and poor knowledge of history as the member for Aspley. We cannot wait until Amanda Cooper is the next member for Aspley: someone who actually does deliver for an electorate; someone who knows how to make decisions and someone who has a great recollection of history; someone who remembers that it was the LNP government that funded the Bruce Highway upgrade, neglected by years of Labor; someone who remembers it was the LNP government that delivered the Toowoomba Second Range Crossing after years of neglect by Labor; someone who remembers it was the LNP governments at both levels that agreed to the funding arrangement that delivered the Gateway Upgrade North project to help people on the north side; someone who remembers what it was like to cut public transport fares rather than increase them by 25 per cent a year, year on year on year, as it was under the Labor government; someone who remembered it was okay to order trains that had chairs—

Mr BAILEY: Mr Deputy Speaker, I rise to a point of order. The statistics being used by the member for Clayfield are misleading the House and I will be writing to you.

Mr NICHOLLS: Frivolous.

Mr DEPUTY SPEAKER (Mr Kelly): Order! Member for Miller, that is not a point of order. There is a process to follow if you think someone is misleading the House. I would ask you to not take further frivolous points of order.

Mr NICHOLLS: I correct the record: it was 15 per cent increases, but 15 per cent—wow, that is a great improvement! What did we do under the LNP? We froze public transport fares and then we got rid of the carbon tax. We reduced public transport fares—something this minister has never been able to do—and we had trains that had seats and we had trains that could fit through tunnels. That is what the LNP delivered.

Cost of living, crime and traffic congestion are three key issues in the Clayfield electorate. Costs keep going up, crime continues unabated and people are stuck in traffic longer on the north side of Brisbane. That is simply what people tell me on a regular basis at community events, mobile offices and meetings. The other thing people tell me is they do not have faith in this crisis-ridden and chaotic, tired, old Labor government to properly fix these problems. They see the supermarket inquiry as a half-baked political stunt at best. They see the youth crime response as piecemeal, uncoordinated and ineffective, because cars keep getting stolen, homes keep getting burgled and ordinary people keep getting assaulted, and they know that Labor does not have the plans or the heart to tackle the problem. Traffic congestion keeps getting worse, and people are sitting in traffic longer, delays are more frequent and promised projects are not delivered either on time or on budget.

There are three major surface arterials heading out of Brisbane that run through my electorate—the Gateway Motorway, Sandgate Road and the road that runs from Bowen Bridge Road/Lutwyche Road/Gympie Road from the Royal Brisbane and Women’s Hospital north. All three are regularly jammed. All three regularly feature in the RACQ’s list of Brisbane’s most congested roads. Anyone heading south in the morning to get to work or heading north to get home or to collect the kids from school in the afternoons knows just how busy those three roads are. Gympie Road in particular has become a traffic choke. Here is what a local said about it—

Gympie Road ... acts as both a major highway and a suburban connector road, and it does neither well. If you ask any northsider, they will tell you to avoid Gympie Road during peak hour. It is basically a car park. The six-lane, 10-kilometre road, which stretches from the end of Airportlink tunnel at Kedron through to Beams Road at Carseldine, is the most congested road in Queensland.

That person goes on to say—

A generation of planning failures has meant that locals living on the northside face daily commuting times two to three times longer than those travelling the same distance from the CBD on the southside, despite not having to cross the Brisbane River.

Who said that? Which local made that little contribution on Gympie Road under the control of the Labor state government? Anika Wells, the federal Labor member for Lilley. She accurately described it. She knows there has been a generational failure by this Labor government to improve it.

Labor’s chaotic and crisis-ridden Northern Transitway debacle, which has seen all work stop at Rode Road, has taken longer, cost more, harmed local businesses and failed to improve traffic congestion at all. It has done this for \$172 million—over \$100 million over budget—and it is not finished. It has just stopped—stopped at Rode Road. The footpaths are a mess, the gutters are a mess and the intersections are yet to be remedied, right in the newly minted transport minister’s front yard.

We remember the member for Aspley’s debut performance in relation to this. He turned up in February and said, ‘I am disappointed to learn about the delays,’ yet what we know is that in November he was briefed about them; he had just been covering up. Here is what TMR told local media in 2023: ‘TMR will continue to work to ensure the efficient delivery of this key infrastructure by mid-2024.’ This is a commonsense motion by the member for Chatsworth. If Labor fudge this motion and do not answer the questions, it will show they are not interested. It is time to show Labor the door in 2024.

(Time expired)