



Speech By
Jann Stuckey

MEMBER FOR CURRUMBIN

Record of Proceedings, 28 February 2019

TRANSPORT AND PUBLIC WORKS COMMITTEE

Report, Motion to Take Note

 **Mrs STUCKEY** (Currumbin—LNP) (3.24 pm): I rise to add my comments to report No. 4 for 2017-18 of the Queensland Audit Office entitled *Integrated transport planning*. The objective of the audit was to determine whether the state's approach to strategic transport planning enables effective use of transport resources and a transport system that is sustainable over the long term.

Public transport is a big deal in South-East Queensland, in particular with growing populations. Good planning and funding is essential. The Audit Office report assessed whether the Department of Transport and Main Roads provides an effective framework for coordinating transport planning that integrates with other government plans and whether the Department of Infrastructure, Local Government and Planning, DTMR, and local councils effectively integrate land use.

I refer to report No. 14 of the 56th Parliament for the Transport and Public Works Committee which reviewed the Auditor-General's report. At 1.5 under recommendations and conclusions it says—
The committee is satisfied that DTMR is progressing with the implementation of the audit recommendations, all be it at a slower pace than initially anticipated.

Well, does that not just say it all? This Labor government sets low bars, low standards and is comfortable with underperformance and time lines not met. The conclusions outlined in report No. 4 for 2017-18 of the Queensland Audit Office entitled *Integrated transport planning* state that delays in finalising the Queensland transport policy and publishing the *Transport Coordination Plan 2017-2027* mean there is a lack of certainty over strategic direction.

Magically, the day after this report was issued for comment the Deputy Premier tabled the plan in parliament. I remind honourable members that this was on 13 October 2017—10 months into the year. Surely a plan as important to Queenslanders as transport should have been ready before 2017, not at the end of it. It reminds me of the day I tabled a question on notice about the long overdue Koala Expert Panel report. Within 24 hours the report appeared. Laziness, sloppiness and tardiness are hallmarks of the Palaszczuk government.

The committee's report lists the conclusions of the Auditor-General's *Integrated transport planning* report and noted—

That renewal of the existing network has been, and continues to be, underfunded. Underfunding has resulted in risks to the sustainability of the transport network and the overall condition of the transport network falls well short of DTMR's target standards.

Further, the forecast from DTMR is a bleak one for passengers and travellers, with news that the renewal backlog on the state controlled road network will exceed \$9 billion over the next decade. The report states further—

Without alternative strategies to address the funding issues, DTMR faces a risk that it will not be able to maintain or improve service standards on the transport network to meet future needs.

Unsurprisingly, peak travel times will increase and they need 'new strategies to manage user demand and influence how people travel'. Numerous road implementation programs, or RIPs as they were called, were published during the terms of Labor governments during my 15 years in this House. They have all come and gone with none of them accomplishing their predictions for road upgrades and transport solutions in my part of South-East Queensland in the time frames stated on their covers.

I recall over a decade ago, around 2006-07, extensive planning of transport corridors through the southern section of the M1 and through my electorate of Currumbin. I recall it for a number of reasons. One of them being the fact I commended the Labor government—yes, honourable members that has happened, albeit rarely—for bringing three agencies together—DTMR, Queensland Rail and Energex—to determine the best and most cost-effective corridor for heavy rail to the airport. A lot of time and money went into those studies—I still have the huge maps in my office—but like so many studies and reviews done by Labor they never come to fruition.

This report exposes significant shortcomings that could see existing levels of congestion worsen, if that is possible. We, on the Gold Coast and elsewhere in South-East Queensland, sit in car parks everyday due to Labor's inaction over 20 years. The \$9 billion renewal backlog puts at risk new funding and the time line of extension of upgrades.

I am really pleased that the minister is in the House because I call on him to give an ironclad guarantee that funding for the upgrade to the most southern section of the M1—that is, from Varsity Lakes to Tugun—will be available and the time line of a 2020 start time for construction remains. Failure to do so would see yet another promise broken and even more frustration for the people of Currumbin who remember all too well the fiasco that was the Tugun bypass and the money that we had to waste on maintenance for the tunnel and the building of the bypass itself.