




Speech By
Dr Christian Rowan

MEMBER FOR MOGGILL

Record of Proceedings, 28 February 2019

TRANSPORT AND PUBLIC WORKS COMMITTEE

Report, Motion to Take Note

 **Dr ROWAN** (Moggill—LNP) (3.11 pm): I rise to address report No. 14 of the 56th Parliament's Transport and Public Works Committee in relation to a review of the Auditor-General's report No. 4, *Integrated transport planning*. At the outset, I acknowledge the LNP members on the committee: Ted Sorensen, the member for Hervey Bay and Colin Boyce, the member for Callide. They are doing terrific work on that committee. They are also representing their communities very well.

We all know that the Auditor-General performs a very important oversight function in Queensland, not only in relation to financial auditing but also in relation to performance auditing of public sector departments. I note that the committee report states—

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.

That is no surprise when we are talking about this lazy Palaszczuk Labor government. The reasons for the audit cited in the report include past population and economic growth creating access and mobility challenges across the state, particularly on peak commuting routes in South-East Queensland, as well as the State Infrastructure Plan expecting significant population and travel growth over the next 20 years, intensifying those challenges and representing a significant risk to our state's economic prosperity and livability.

No-one better understands that than the local residents of the electorate of Moggill and, more broadly, the western suburbs of Brisbane. Traffic congestion on Moggill Road is extremely problematic. Other major arterial roads, including the Western Freeway and Centenary Highway, are also struggling to cope with traffic volumes, as well as slow travel times. Various RACQ reports have identified that. In the western suburbs, cyclist safety is a major problem. Pedestrian access must be enhanced or, in many cases, made available on certain state controlled roads, including for the Brisbane Independent School. The maintenance of median strips or weed removal is not occurring frequently enough, particularly on the Kenmore Road roundabout or upon entering suburbs such as Bellbowrie, to name just a few examples. There are also numerous examples of murals on our state controlled roads that are not being maintained. In parts of Queensland, there are significant and serious maintenance backlogs. That needs to be rectified.

Since first being elected as the state member for Moggill in January 2015, I have been consistently advocating and fighting for an integrated road and public transport plan for the electorate of Moggill, as well as infrastructure projects, including a second high school, to meet the requirements of population growth in the western suburbs. I will continue to do that so long as I remain in this place. The implementation of an integrated road and public transport plan requires the cooperation of all levels of government and I am continuing to champion this issue. I call on all federal, state and local government representatives in the western suburbs to support that. Certainly, integrated planning was identified in the committee report that we are talking about.

Appropriately considered and designed engineering solutions with respect to road, bridge and rail access are an important part of regional transport infrastructure planning to ease traffic congestion. Importantly, however, that requires community consultation on locality and functionality to avoid any unintended consequences. At the 2015 and 2017 state elections, the Palaszczuk Labor government promised to progress an integrated road and public transport plan for the electorate of Moggill, but they have failed to do so. In the Queensland parliament I have asked numerous questions about infrastructure planning for the electorate of Moggill on behalf of local residents and, in fact, the entire western suburbs. I have made a number of speeches on the issue as well.

Labor has failed to progress and maintain infrastructure. That has been consistent with their overall mismanagement in government, and it must be remembered that Labor has been in power in Queensland for at least 25 of the past 30 years. In conjunction with other local representatives, I am committed to delivering solutions in a collaborative and coordinated manner.

Mr Bailey interjected.

Dr ROWAN: The Minister for Transport does not like to hear this. He is failing to act for the western suburbs of Brisbane, despite being the member for Miller. He is failing to deliver solutions for the people of the western suburbs and he is failing to deliver more public transport and access for local suburbs that have limited or no public transport.

I call on the minister and the Palaszczuk Labor government to step up to the mark and invest in public transport and infrastructure for the western suburbs of Brisbane and the electorate of Moggill. We know that debt in Queensland will be \$83 billion by 2021-22 and that unemployment is well over six per cent. They have no vision and no plans for the western suburbs of Brisbane or for Queensland. We have significant challenges around the maintenance of infrastructure and investing in it into the future. The Minister for Transport does not like hearing this, but I will continue to talk about it in this place, the LNP will continue to talk about it and we will fight for our residents.