



Speech by

Dr Mark Robinson

MEMBER FOR CLEVELAND

Hansard Tuesday, 25 October 2011

MOTION: CONNECTING SEQ 2031

 **Dr ROBINSON** (Cleveland—LNP) (6.16 pm): I rise to support the shadow minister's motion that this House condemns the Bligh Labor government for releasing another glossy brochure called Connecting SEQ 2031. Contrary to government claims, this colour brochure does not give clear direction for future transport projects, nor provides anything like a blueprint for the future. It is merely an election eve special, a cobbled together mishmash of largely unfunded promises in the guise of a plan.

I contend that the document is not worth the paper that it is written on, particularly when it comes to provision of road infrastructure. I do so for four reasons: firstly, the government has continuously failed to provide major road infrastructure all over Queensland. It has had 20 out of 22 or so years to upgrade, keep pace and maintain our roads in South-East Queensland but it has failed to plan for the truck traffic through the Brisbane urban corridor across the south or for the building of the Kenmore bypass in the west or for important intersection upgrades at Samford Road and Wardell Street where the government has done nothing for years and then in the rush to bail out the Labor member for Ashgrove has rushed in an unpopular and impractical plan. The failure is greater the further one goes outside the south-east corner.

Secondly, the government has no capability to pay for this transport and road speculator. The documents contain \$227 billion of funding commitments that this government has no idea how to achieve. The government has failed to gain federal funding for roads all across Queensland. It has also failed to invest state funds in 2010-11 to the tune of \$600 million in road upgrades and jobs.

Thirdly, the document does not consider the impacts of Labor's job-destroying and economy-wrecking carbon tax. Every South-East Queensland road project listed in this brochure is in doubt because of the cost of Labor's carbon tax.

Fourthly, the government's track record is one of broken promises. This flashy brochure is just another series of false promises on the eve of another election. I highlight this pattern of government broken promises on road infrastructure in Brisbane with two examples of government failure in south-east Brisbane. The government has promised and failed to deliver projects along the critical Redlands corridor. The government promised the people of Mansfield and the Redlands the road widening or dual laning of Mount Cotton Road from Mount Gravatt to Capalaba. This corridor has been identified as a high priority for the growing south-east Brisbane bayside suburbs.

I take this opportunity to note that the LNP candidate for Mansfield, Ian Walker, is in the gallery. I commend him for his work for the people of Mansfield and for holding this government accountable on the roads in what hopefully will be his electorate. In 2008-09 a piece of ALP election advertising promised the widening of Mount Cotton Road. It states—

Mt Cotton Road, Burbank, is to be widened between Mt Gravatt-Capalaba Road and the Tingalpa Creek Bridge.

Construction commences 2009

Due for completion 2011.

The document is signed—

PHIL REEVES MP

Parliamentary Secretary to the Premier

State Member for Mansfield

Authorised N Petersen, 26 Mascot Street, Upper Mount Gravatt for the ALP.

I table that document as part of another headed 'Brisbane Urban Corridor Traffic Facts'.

Tabled paper: Brochure titled 'Brisbane Urban Corridor Traffic Facts' [\[5694\]](#).

Unfortunately, as of October 2011 the promised road widening duplication has not occurred. In December 2010 the government downgraded the project to an upgrade of the intersections only by 2011-12, not the widening it promised by 2011. In fact, the road widening does not appear in the South East Queensland Infrastructure Plan right through to 2015. Clearly, this is a broken election promise by the Labor government. It has form.

Then there is the promised signalling of the intersection of Shore and Wellington streets in Cleveland, which currently is a roundabout. I table a photo clearly showing that it is a roundabout.

Tabled paper: Photograph near roundabout [\[5695\]](#).

In answer to question on notice No. 1410, the minister stated—

The signalisation of Shore Street and Gordon Street is no longer required as the signalisation of Shore Street and Wellington Street has improved traffic flow ...

It is a roundabout; it does not have traffic lights on it. The minister does not even know the difference. How can the people of Queensland have confidence in this document, Connecting SEQ 2031, when the minister does not even know the difference between traffic lights and a roundabout? I support the motion moved by the shadow minister.