

Question on Notice

Crossbench Member Question

(in accordance with the Estimates Motion agreed by the House on 14 June 2024)

Asked on 15 July 2024

MS S BOLTON ASKED THE MINISTER FOR TRANSPORT AND MAIN ROADS AND MINISTER FOR DIGITAL SERVICES (HON B MELLISH)—

QUESTION:

In reference to page 11 of the SDS with expenditure of \$9.3b for Transport and Main Roads, why has the funding of stages 2 and 3 of the Tewantin Bypass been combined and delayed for two years, given the urgency for detailed design funding in this budget for Stage 2 to alleviate the congestion as originally sought, as well the Pomona Factory Street pedestrian crossing?

ANSWER:

I thank the Member for Noosa for the question.

The Tewantin Bypass, Beckmans Road will benefit Noosa and Tewantin communities, and the Department of Transport and Main Roads (TMR) remains committed to progressing planning for sustainable, economically viable improvements

A total of \$1.4 million has been allocated in the *Queensland Transport and Roads Investment Program (QTRIP) 2024–25 to 2027–28* to progress planning for a long-term solution to increase network capacity and safety between Cooroy–Noosa Road and Eumundi–Noosa Road. Preliminary planning will be completed in 2028. Funding for detailed planning, design and construction will be considered in future program reviews and against competing infrastructure projects across Queensland.

In relation to the pedestrian crossing infrastructure on Factory Street in Pomona, TMR has liaised with Noosa Shire Council on concepts for a safe and appropriate crossing facility. Further funding will be considered in future reviews of the works program in line with competing statewide priorities.

The Miles Government is delivering its ninth record transport and roads infrastructure program in a row, as detailed in *QTRIP 2024–25 to 2027–28*, which outlines \$37.4 billion in investment over the four financial years and is estimated to support an average of 28,000 direct jobs over the life of the program. Of this, \$5.385 billion is committed across TMR's North Coast Region, investment which is estimated to support an average of 3860 direct jobs over the life of the program.

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MR S ANDREW ASKED THE MINISTER FOR TRANSPORT AND MAIN ROADS AND MINISTER FOR DIGITAL SERVICES (HON B MELLISH)—

QUESTION:

With reference to the Government's election commitment to invest \$17.38 million over four years to replace ageing marine rescue vessels and to deliver up to 27 new rescue boats across the state: Please provide details of the department's funding and capacity building for marine rescue services since 2020.

ANSWER:

I thank the Member for Mirani for the question.

Marine Rescue Queensland is a unit of the Queensland Police Service and, as such, this matter falls outside of my portfolio. It would be appropriate for the Member to direct this question to the Honourable Mark Ryan MP, Minister for Police and Community Safety.

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DR A MACMAHON ASKED THE MINISTER FOR TRANSPORT AND MAIN ROADS AND MINISTER FOR DIGITAL SERVICES (HON B MELLISH)—

QUESTION:

1. With regard to the completion of the Kangaroo Point Riverwalk between Mowbray Park and Cairns St,
 - a. Have the designs been completed?
 - b. Will work commence this term of government and when is work expected to commence?
 - c. When is the completed riverwalk expected to be open to the public?
 - d. What is the expected cost?

ANSWER:

I thank the Member for South Brisbane for the question.

As the commitment is located on the Brisbane City Council (BCC) transport network, BCC collaboration is required to progress the commitment.

In February 2022, a funding agreement was executed between the Department of Transport and Main Roads (TMR) and BCC for the delivery of a joint planning study for the commitment, led by BCC.

In mid-2023, BCC provided TMR with completed copies of the planning studies which included options analyses, concept designs and cost estimates for the commitment.

I am advised that the cost estimate provided by BCC for the delivery of a riverwalk from Mowbray Park to Dockside is over \$93 million. This amount exceeds the available Queensland Government funding, even if it is combined with matching funding by BCC.

In November 2023, the former Minister for Transport and Main Roads and Minister for Digital Services met with the Civic Cabinet Chair of BCC's Transport Committee to discuss options to improve active transport between Mowbray Park and the underpass connecting to the Kangaroo Point Green Bridge at Deakin Street, with the available funding.

TMR and BCC are currently negotiating a funding agreement for BCC to deliver some elements of the Kangaroo Point commitment. Details around scope and timing for design and delivery have not yet been determined and these will be negotiated and agreed through development of the funding agreement. There is currently no date scheduled for commencement of works, pending the above.

Once delivery details are confirmed with BCC, TMR will provide further information on the project and details about future consultation with the community.

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MR M BERKMAN ASKED THE MINISTER FOR TRANSPORT AND MAIN ROADS AND MINISTER FOR DIGITAL SERVICES (HON B MELLISH)—

QUESTION:

In relation to the Queensland Rail CEO's advice during 2023 Estimates hearings that Taringa Station was "challenging" but was under consideration for the next tranche of upgrades:

- a. When will a decision be published on the stations to be upgraded in the next tranche and specifically plans for Taringa Station?
- b. What feasibility studies have been carried out in relation to accessibility upgrades at Taringa Train Station and by whom?
- c. What options have been developed for upgrades to Taringa Train Station that satisfy Federal disability standards and what is the estimated cost?

ANSWER:

I thank the Member for Maiwar for the question.

Queensland Rail is committed to improving the accessibility of rail services for all customers and recognises how important it is for all customers to be able to access the rail service free of accessibility barriers.

Identifying priority stations for accessibility upgrades is undertaken by the Department of Transport and Main Roads (TMR), in consultation with Queensland Rail, and is done by balancing a range of factors such as patronage, constructability, current level of access, nearby community facilities and businesses, and the station's current condition.

Prioritisation also considers:

- surrounding population demographics
- future patronage
- network wide benefits
- how to best integrate with the range of major rail projects on the horizon – such as Cross River Rail.

Queensland Rail is working with TMR to ensure a more connected, holistic approach to station accessibility upgrades to provide the best outcomes for customers. This will assist in the selection of future station upgrades on the Queensland Rail network in the near future.

GHD Woodhead completed a feasibility study on Taringa for Queensland Rail in 2017. While the station is under consideration as part of the station upgrade program for future works, the topography and location constraints identified in the feasibility study present construction challenges for the installation of key infrastructure, including lifts.

As part of Queensland Rail's station accessibility upgrade program, the stations are designed to meet the requirements of Disability Standards for Accessible Public Transport, where existing station constraints allow.

The cost to upgrade Taringa has not been estimated based on current station upgrade standards or market conditions. However, the upgrade of nearby Auchenflower station was completed in 2022 at a cost of \$46 million. Queensland Rail estimates that Taringa would be significantly higher given previous stated challenges and improved project scopes.

Stations that form part of the next Tranche of upgrades are currently under consideration by TMR.

Independently accessible stations are available either side of Taringa at Toowong and Indooroopilly, which both provide lift access to the platforms.