



Speech by

Mr BRUCE LAMING

MEMBER FOR MOOLOOLAH

Hansard 18 November 1998

TRANSPORT LEGISLATION AMENDMENT BILL (No. 2)

Mr LAMING (Mooloolah—LP) (2.58 p.m.): Just over six years ago, in my very first speech in this Chamber, I spoke of a vision that I shared with some other Sunshine Coast residents of having a rail connection from the coast to Brisbane. That was to have a number of advantages: it would put the coast within commuter range of Brisbane; it would facilitate visitors coming to the coast, particularly on weekends and on holidays; it would provide an alternative public transport system within the coast itself, and it would slow the growth of traffic on our main roads. The previous coalition Government progressed this from vision to planning and it is important that the current Government continues this process from planning to reality. The corridor options have been narrowed down but, as I understand it, not finalised.

One of the issues that I believe must be addressed seriously is the economic feasibility of the various forms of public transport that might use such a corridor. It is important to assess whether the best option is heavy rail, light rail or dedicated busway. Each has advantages and shortcomings. It is not my intention to go into detail on those, but I believe that it is important to do the study prior to corridors being finalised. Heavy rail, although having some advantages, requires rather straight corridors, making it difficult to avoid areas of social or environmental significance. I would like to see minimum impact on existing homes, the Mooloolah River and the Horton Park Golf Club. I acknowledge the point of view that Governments must plan for the long term, but that could be taken into account during the feasibility study.

As I said earlier, one of the advantages of a rail service to the Sunshine Coast is the creation of an alternative route for the ever-increasing traffic on the Bruce Highway. The section between the Gateway Arterial and Caboolture is certainly showing signs of congestion. The Minister might be able to advise the House on the approaches that have been made to the Federal Government regarding funds to commence the six-laning of this section.

It is not necessary for me to revisit the debate about the toll on the Sunshine Motorway. The member for Logan referred to his area, and I spoke with the honourable member during the lunch break. The Sunshine Coast has a slightly different situation. We did not have an alternative route to that road to get from places like Kawana to Mooloolaba. The road is excellent and has become very popular as a freeway. In fact, it is now becoming necessary to four-lane the central section to cater for the traffic. I note from a recent Roads Implementation Program that funding for that work is scheduled for the years 2000 to 2003. Considering the growth that we are experiencing, I believe that between now and then—and it is two years away—the motorway will be under extreme pressure. I would be interested to know if forward estimates for traffic counts have been done and whether they indicate that such works can wait until then.

In conjunction with this work, it is becoming vital that the problem of the intersection of the Buderim/Mooloolaba road with the motorway be addressed. This complex staggered intersection is causing considerable traffic congestion that is not confined to peak traffic periods. I ask the Minister to request his officers to report on a suitable solution to this problem. Personally, I believe that a roundabout constructed over the motorway is the best answer.

Similarly, one of the tightest sections of traffic on the Sunshine Coast is the Nicklin Way between Currimundi and the Mooloolah River, particularly the section north of Point Cartwright Drive.

The proposed Kawana arterial road will provide an alternative north-south route between Caloundra and Mooloolaba, as well as a western link via the Sunshine Motorway to the Bruce Highway. I understand that the northern section of this work is scheduled for mid 2001. As the vehicle load in the section of the Nicklin Way between Port Cartwright Drive and the Mooloolah River is reaching saturation point, this timetable should not be allowed to slip out. I understand that work on the southern section of the Kawana arterial is scheduled for the period beyond the Year 2003. As there are mechanisms in place that would be triggered by traffic counts of more than 40,000 vehicles a day on the Nicklin Way, I ask the Minister to bring forward contingent funding so that if these criteria are reached earlier than currently scheduled, discussions can be held with Kawana Estates to establish whether earlier works can be undertaken.

I take this opportunity to again ask the Minister for his consideration of noise reduction measures on the short section of the Nicklin Way between Churinga Street and the Mooloolah River, which has reached the decibel level that requires amelioration of noise. It is a very short section of road. Again I ask the Minister to consider that. I would appreciate the Minister's comments on the points that I have raised today.
