



Speech by

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MEMBER FOR MOOLOOLAH

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SUNSHINE COAST ROAD INFRASTRUCTURE

Mr LAMING (Mooloolah—LP) (11.19 p.m.): Two recent events have refocused my attention on a significant transport problem on the Sunshine Coast. The two events are, firstly, the dislocation of traffic during the upgrade of the northern end of the Nicklin Way to six lanes and, secondly, the attention that has been given to fire response times following the proposal to increase Kawana from a C to an A class for levy purposes.

I have spoken on a number of occasions about infrastructure requirements on the Sunshine Coast. Roads have probably been the main item. The most significant main road is the north-south arterial, currently comprising the Nicklin Way and the Sunshine Motorway. The challenges facing the Government and the community in relation to these two roads are similar but require different responses.

Traffic numbers on the Sunshine Motorway are building to the point where duplication and interchange work is becoming urgent. My Sunshine Coast colleagues and I have raised this issue on a number of occasions and believe that this work should be brought forward. The response I have received from the Minister on a number of occasions, both in the House and in correspondence, seems to indicate that the necessary funds are not available because the previous Government abolished the tolls. I reject this argument on the very same grounds as those relied upon to abolish the tolls in the first place.

The Sunshine Coast deserves an adequate main road system without tolls. Just like every other region in Queensland, the Sunshine Motorway never was an inter-regional alternative road. It is the backbone of our inter-region transport needs, just as all the main roads in other electorates serve this basic purpose. There is no other practical way to get from Kawana to Mooloolaba. That debate is now over. Commonsense prevailed and this Government should get on with its responsibilities and cease punishing the Sunshine Coast for the correct stand that we took on this issue.

As I said earlier, the difficulties being encountered on the Nicklin Way require a completely different response. The northern end of the Nicklin Way is the busiest and most congested section of the urban main road on the Sunshine Coast. As I said earlier, it is the only road that joins the central and northern sections of the coast, with the southern section being made up of Kawana and Caloundra. It has gradually been upgraded over the years and the northern section is currently being expanded to six lanes. I believe it will not be long before this enhancement will no longer be able to cater for the increased demand.

What is of even greater concern is the single access situation. If there were a serious accident on the northern section or on the bridge, the Sunshine Coast would be cut in half. The alternative is the proposed Kawana arterial. There is no substantial funding provision for this road until the outyears beyond 2003. The Kawana arterial will be a genuine alternative for through traffic and will take a tremendous load off the Nicklin Way, reducing noise, congestion and fumes and increasing safety and emergency vehicle access. Discussions should be initiated immediately with the Kawana company with a view to fast-tracking this planning and construction.

I believe that this is the most important item of infrastructure required for the Sunshine Coast. The Kawana arterial is a part of the multimodal corridor on which the recent CAMCOS study was undertaken. A decision to make provision for rail in that corridor was made. I understand that there has

been no firm decision on whether this will be light rail or heavy rail. Initially it will be a busway. I hope that the O-Bahn possibility is further investigated. I call on the Minister to include in next year's Budget adequate funds to bring forward the four-laning of the Sunshine Motorway and funding to bring forward planning and initial works on the Kawana arterial.
