

QUESTION ON NOTICE

NO. 214

Asked on 27 April 2004

MISS SIMPSON asked the Minister for Transport and Main Roads (Mr Lucas) -

QUESTION:

What was the amount of State Government money spent in the North Coast Main Roads District on roads in 2002-03, 2001-02 and 2000-01?

ANSWER:

I thank the Member for Maroochydore for the question.

As the local member would be well aware, most of the local governments that fall within the North Coast-Hinterland District – like the rest of South East Queensland – have been experiencing rapid population growth, which has placed extraordinary demands on road and transport infrastructure in this locality.

The Queensland government has recognised the resultant traffic congestion and road safety needs, with over \$234m spent on state and local government roads in this district during the period 2000-2003.

As further evidence of the state government's commitment to improving the state and local government road system in the North Coast Hinterland District, over the five-year life of the current Roads Implementation Program (RIP), the state government will spend \$511m, including a significant additional investment of \$53m provided for Sunshine Coast road upgrades as part of the *Smart State Building Fund* (SSBF) announced in December 2003.

The additional \$35m Pacific Paradise interchange upgrade election commitment, which will be detailed in the 2004-05 state budget and the next RIP, takes this total to \$546m. This reflects a state government road funding increase of \$195m in the North Coast Hinterland District for this five-year period or 56%.

For the record, since 1993-94 (excluding the \$951m Pacific Motorway special initiative), the state-funded regional roadworks program has more than doubled in real terms (that is, \$346m in 1993-94 to \$782m in 2003-04, or an increase of 126%). By comparison, the Commonwealth contribution in 2003-04 for NH, RoNIs and Black Spots was \$266m (or 20%) of Main Roads' total allocation of \$1.322b.

Since December 2003, the Queensland government has injected an extra \$487m into Queensland's roads over the next four years (\$186.25m Smart State Building Fund; \$301m election commitments) over normal levels of funding.

The 2004-05 federal roads budget allocation for roads programs administered by Main Roads stands at \$198.2m (reflecting a current federal funding reduction of \$68m over 2003-04) – with promises of more to come to Queensland under AusLink, yet to materialise.

Might I suggest that the local State Member for Maroochydore – and opposition spokesperson for this vital Transport and Main Roads portfolio – focus her efforts on securing essential funding from her Coalition mates in Canberra to upgrade the NHS, for which the federal government has full funding responsibility – not just in this region – but right across the state of Queensland.

Key funding priorities on Queensland's list to provide safe and efficient movement of traffic on the federally-funded Bruce Highway on the Brisbane-Gympie link include \$195m to complete six-laning works between Boundary Road and Caboolture (with a new interchange in place to coincide with completion of the \$66m state-funded Caboolture Northern Bypass); four-laning through Gympie (\$35m); intersection upgrades and rationalisation between Johnston Road and Gympie (\$110m).