

## **Question on Notice**

**No. 1001**

**Asked on 7 June 2006**

MR LIVINGSTONE asked the Minister for Transport and Main Roads (MR LUCAS) –

### **QUESTION:**

- (1) As there was no extra funding for the Ipswich Motorway in the recent Federal Government Budget, will he provide an upgrade of funding and timelines for the current works along the motorway which the Federal Government is responsible for funding?
- (2) Will he advise about progress against these timelines and when the people of Ipswich can expect some relief from traffic jams and hold-ups as they commute to and from work?

### **ANSWER:**

I thank the Member for Ipswich West for the question and for his continued support in campaigning for the full upgrade of the Ipswich Motorway.

The lack of any extra funding for the Ipswich Motorway in the recent federal government budget means that the people of Ipswich will continue to endure this sub-standard, congested, missing link in this nationally-significant section of the AusLink corridor for many years to come.

Under the current five-year AusLink plan, the Federal Government has committed \$573m for Brisbane Urban Connectors, of which Ipswich Motorway forms a part. This is a far cry from the \$1.1bn required for a full upgrade of the Ipswich Motorway from Dinmore to Rocklea above.

The funding currently allocated by the federal government for works on the Ipswich Motorway will contribute towards – but is not sufficient to complete:

- upgrading the Ipswich Motorway to a minimum six lanes from Goodna to Darra
- new interchanges at the junction of the Ipswich Motorway and Logan Motorway at Gales and Centenary Highway at Wacol
- a major reconstruction of the Ipswich Motorway – Granard Road interchange at Rocklea
- safety and traffic modification of the Progress Road interchange.

The Federal Government tries to hide its inaction over the Ipswich Motorway by claiming it has handed funding for various projects over to the State Government.

In regard to the Logan Motorway Interchange, \$160m (\$2005) federal funding was announced 7 June 2004. An amount of \$26.8m was approved on 23 June 2005 for preconstruction works (Stage 2) with the balance of the \$160m approved by the federal Minister on 19 December 2005 (Stage 3) to allow construction activities to proceed.

The Prime Minister announced the Wacol to Darra Project worth \$320m (\$2005) on 12 November 2005. The Federal Transport Minister's own Budget papers show that Queensland won't be receiving the bulk of funds from Canberra for the Wacol to Darra works until 2007-08 and 2008-09. I attach this document for the information of the Honourable Member. To prolong the procrastination over the future of the Ipswich Motorway from Dinmore to Gailes, the federal government has committed a further \$10m for investigation of the Alternative Northern Corridor (ANC) option. Federal funding was formally approved for the study on 5 May 2006.

The funding allocated for works on the existing Ipswich Motorway will address only 6km of the 19km which needs upgrading. Despite the federal government's reluctance to commit to the complete six-lane motorway upgrade, the Queensland government is getting on with the projects.

The Ipswich Motorway forms part of the national highway network for which, prior to the 2005 AusLink legislation, the Federal Government had full funding responsibility. It is long overdue for a full upgrade. Initial federal planning approval for a six-lane upgrade was obtained in May 2000.

For motorists on the Ipswich Motorway, it becoming more and more congested and, since 2001, there have been an average of 236 reported traffic accidents each year, on the existing motorway between Dinmore and Rocklea. These accidents result in significant road trauma for accident victims and their families, and related community costs; long delays for motorists; and increasing frustration with the federal government's lack of action in progressing this motorway upgrade.

In May 2000, following the initial federal government funding approval of \$2m, Main Roads commenced planning for a six-lane upgrade of the Ipswich Motorway. This planning was finalised in 2002, at which time the federal government determined that, prior to proceeding further, it required Main Roads to undertake a feasibility study for an ANC option for an 8km section bypassing the Ipswich Motorway between Dinmore and Goodna.

In March 2003, in a formal agreement signed by former Deputy Prime Minister, Mr John Anderson and former Minister for Transport and Main Roads, Mr Steve Bredhauer, Queensland committed to complete this feasibility study by the end of 2005. The study was subsequently fast-tracked at the request of the Federal Government, and ultimately finalised by an independent consultant in April 2005.

The Federal Government has still not made a decision on the Ipswich Motorway. The initial ANC feasibility study, completed in April 2005, was estimated by the independent consultant to cost between an average \$915m – for four-lane options, and an average \$1.06bn for six-lane options.

Following almost seven months of inaction, the Federal Government has committed \$10m for yet a further investigation of the three feasible options identified in the previous study. Despite having little support amongst local, state and federal politicians, the Federal Government continues to throw scarce AusLink money at yet another study. Any ANC option only caters for an 8km section of road, costs as much as or more than the full six-lane, 19km upgrade between Dinmore and Gailes, and provides no solution for the 11km east of Gailes – a section that carries traffic volumes exceeding 60,000 vehicles per day.

Clearly, the Queensland government's priority is for a full upgrade of the existing motorway to six lanes, plus additional auxiliary lanes, where necessary, along its entire 19km length, between Dinmore to Rocklea.

Most importantly, the Queensland government's preferred six-lane upgrade option could start now, as Main Roads has already carried out more than five years worth of planning for this project. It could also be completed in 2009-2010, providing a fast and complete solution to the traffic and safety problems on Ipswich Motorway.

By comparison, with no planning or consultation yet undertaken, it would be at least three years before design could commence on the ANC option - if, indeed, a feasible option exists; construction would not be able to start before mid-2009; works could not be completed until 2012; and this option would provide less than half a solution to the significant existing transport demands on Ipswich Motorway.

Other benefits of the Queensland government's preferred six-lane Ipswich Motorway upgrade include:

- increased transport efficiency
- more lanes, including a network of service lanes, providing better and safer links between local suburbs
- a reduced number of ramps to increase safety
- a staged approach that would minimise disruption to traffic, result in progressive completion of upgraded sections and improve safety as quickly as possible
- improved local amenity and business access
- improvement of cycle and pedestrian facilities for Brisbane and Ipswich residents, with cycling facilities provided for most of the motorway's length
- capability for improved public transport options
- a route that has community acceptance following more than five years of extensive consultation and reporting.

I, personally, have raised the matter of this urgently needed Ipswich Motorway upgrade with successive federal Roads Ministers on several occasions dating back to my very first meeting with the Honourable Senator Ian Campbell on 30 April 2004; namely:

- Written correspondence: 10 August 2004, 11 October 2004, 28 October 2004, 18 November 2004, 24 January 2005, 25 January 2005, 21 February 2005 and 27 October 2005.
- Meetings with Senator Ian Campbell on 30 April 2004 and 27 May 2004; Minister Jim Lloyd on 9 November 2004 and 15 December 2004; Minister John Anderson on 15 December 2004 and 19 May 2005; and, more recently, with Minister Warren Truss on 3 August 2005.
- A joint site inspection with Minister Jim Lloyd and local federal and state members whose electorates cover the Ipswich Motorway and/or the Brisbane Urban Corridor on 26 November 2004.
- A joint ministerial briefing on 12 April 2005 with Minister Jim Lloyd and our ministerial advisors and departmental representatives on the ANC option by independent consultant (Maunsell), and the project review of the Queensland government's preferred six-lane upgrade option and comparison with the ANC (Main Roads).

Excluding the Gateway Motorway, where the federal government has walked away from its funding responsibilities – instead, stating that its \$1.05bn national road upgrade obligation should be met from increased road user tolls – a \$5.2bn federal funding shortfall exists to fix jointly identified needs on AusLink national roads in south-east Queensland over the next eight to ten years.

Under the South East Queensland Infrastructure Plan and Program (SEQIPP), the Queensland government has also committed tens of billions of dollars over the same timeframe for road and public transport upgrades in this rapidly growing corner of the state – the vast majority of which will lessen the increasing demands on the AusLink national road network.

The extensive planning undertaken on the Ipswich Motorway upgrade over the last six years clearly demonstrates that the Queensland government's preferred six-lane upgrade option (within the existing corridor) provides the greatest benefits to road users and to residents living along this nationally-significant freight route, in terms of improved safety, transport efficiency and local amenity – many years sooner, and at a much lesser cost.

The Queensland government's clear priority for a full upgrade of the existing motorway has the support of Ipswich and Brisbane City Council's, federal and state Labor, the Liberal leader, and the local business community. The South East Queensland Council of Mayors, led by Liberal Lord Mayor of Brisbane, Councillor Campbell Newman, has also identified the Ipswich Motorway as the top priority in south-east Queensland.

On a number of occasions, the federal government has publicly stated that, under AusLink, it would not walk away from its funding responsibilities for the Ipswich Motorway.

Having already walked away from funding its \$1.05bn share of the Gateway Motorway upgrade, at the expense of road users, I have made it very clear to a number of my past and present federal counterparts that I am holding the federal government fully accountable to meet its funding obligations for a full upgrade of the Ipswich Motorway, between Dinmore and Rocklea.

I can assure the local Member for Ipswich West that I will continue to pressure the federal government for a decision on the Ipswich Motorway – a decision which not only recognises its funding obligations to a full upgrade within the existing corridor, but one that also allows an early construction start and completion of a full 19km upgrade by 2009-10.



HON WARREN TRUSS MP  
Minister for Transport and Regional Services  
Deputy Leader of The Nationals

---

*Reference: 04106-2006*

The Hon Paul Lucas MP  
Minister for Transport and Main Roads  
GPO Box 2644  
BRISBANE QLD 4001

09 MAY 2006

Dear Minister

Paul,

I am pleased to inform you that the Australian Government has provided in tonight's budget \$388.5 million to Queensland in 2006-07 under the AusLink Investment Programme (AIP). I have attached a copy of the AIP for 2006-07 to 2008-09. The Australian Government will also honour commitments to projects extending beyond 2008-09, consistent with the terms of the AusLink bilateral agreement and the funding schedule to the agreement.

The total funding available to Queensland for construction projects under the AIP from 2004-05 to 2008-09 is \$1,490.0 million. A further \$331.7 million is being provided for maintenance (although please note the allocations for 2007-08 and 2008-09 are indicative only and subject to further refinement).

In the last week we have reached in principle agreement on the provision by the Australian Government of an additional \$268 million in 2005-06 for projects on the AusLink Network. These funds will be treated as separate from the AIP and will be covered by a separate Memorandum of Understanding (MOU), through which several of the conditions which apply to AIP funded projects will also apply to projects supported by these funds. Funds for Tully floodworks previously included in the AIP will also now be provided under the MOU and paid in their entirety this year. I will write to you again with some proposed revisions to the Queensland AusLink bilateral agreement to reflect this arrangement and the announced allocation of funding to the Beaudesert Road Overpass at Acacia Ridge project, the Goodna Bypass investigation and the Toowoomba Bypass investigation.

The AIP project allocations in 2006-07 are based on the funding requests provided by the States and Territories in March 2006. These requests significantly exceeded available funds in 2006-07. Accordingly, it has not been possible to provide jurisdictions with exactly the level of funding they requested for all projects.

The Australian Government has endeavoured to be as responsive as possible to the needs of Queensland and will seek to meet any requirements for additional project funding that Queensland has during the course of the year, as funds are freed up by delays elsewhere in the AIP. I expect our respective officials to work closely and continuously monitor opportunities

to adjust cashflows to best suit project funding requirements during 2006-07, with the aim of ensuring new land transport infrastructure is delivered as quickly and efficiently as possible to the people of Queensland.

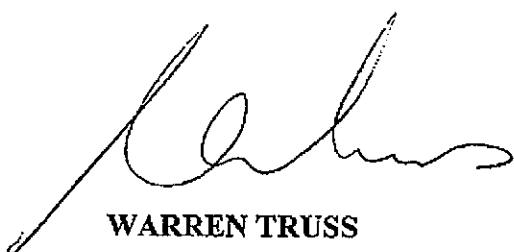
There are some important points to note regarding the AIP, and its presentation, in the attachment:

- The attachment presents an estimate of project payments in 2005-06. Where the payment outcomes vary from estimates, appropriate adjustments will be made in subsequent years (for example, if Queensland claims less than the estimated funding for a project in 2005-06, the difference will be made available in subsequent years if required)
- The attachment incorporates increased Australian Government contributions to projects (above the level set out in the funding schedule to the AusLink bilateral agreement) only where they have been formally approved under legislation. Further requests for increased funding will be considered on their merits.
- Consistent with the AusLink bilateral agreement, where the Australian Government has approved an increased contribution to a project, offsets are required. For the most part it is anticipated that the offsets will come from unallocated funds, savings or under-expenditure due to unavoidable delays on projects. To the extent this does not occur, further offsets may need to be identified in conjunction with the Queensland Government over the next 12-24 months.
- The AusLink bilateral agreement provided indicative maintenance allocations for 2006-07 to 2008-09, with the final allocations subject to minor refinement in the light of updated data. The final maintenance allocation for 2006-07 in the attachment represents a marginal adjustment of the indicative figure reflecting updated data received from jurisdictions with regard to AusLink Network lane length and traffic volumes on the Network. These are two of the three elements of the allocation formula. Better and updated data was also sought on the use of the Network by heavy vehicles, which is the third element of the allocation formula, but the data received from jurisdictions raised significant issues due to differences in vehicle categorisation. Accordingly my Department will reconvene the all-jurisdiction technical working group to consider how to progress this issue further for allocation of maintenance funds in 2007-08.

I am also pleased to inform you that the Australian Government in tonight's Budget has included an additional \$307.5 million for local roads to be made available (as a supplement) to the AusLink Roads to Recovery Programme in 2005-06.

I look forward to working closely with you in the delivery of current and future AusLink projects.

Yours sincerely



WARREN TRUSS

PROJECT	A AG total funding for project	B Payments to 30/06/04	C AG base funding commitment 2004-05 to 2008-09	D Revised funding commitment 05 to 2008-09	E Difference +/- (C-D)	Indicative AusLink Investment Programme Payments				
						Actual Payment 04-05	Forecast payment 05-06	06-07	07-08	08-09
	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m
QUEENSLAND										
Bruce Highway										
Cooroy-Gympie Duplication - Planning	4.30	1.08	3.22	3.22		2.01	1.21			
Burdekin Safety Works	7.00	1.17	5.83	5.83		2.69	3.14			
Glenorchy Straight	12.05	7.91	2.09	4.14	2.05	3.90	0.24			
Southern Calms (Sheehy to Foster)	8.70	2.70	6.00	5.60	-0.40	5.21	0.39			
Appletree Creek Interchange	8.75	0.62	5.38	8.13	2.75	3.91	4.22			
Fairburn Flats- Barveloe Road	9.93	7.47	1.23	2.46	1.23	2.49	-0.04			
Bruce Highway - 5-year upgrading programme	252.99		252.99	252.99		4.81	36.98	60.80	57.64	92.76
Bruce Highway - 5 year upgrading programme (includes Gympie safety works and Townsville - Cairns overtaking lanes)unallocated	136.00		136.00	117.38	-18.62		0.00	0.00	22.67	92.76
Overtaking lanes at Federal resurface						1.95				
Mandurana to the Leap upgrade (project transferred from the Strategic Corridor program)				10.07	10.07	0.63		7.64		
Black Mountain safety works	5.75		5.75				0.35	5.40		
Gympie four laning	35.00		35.00			1.03	4.00	10.00	19.97	
Rammutt Road	2.00		2.00				0.06	1.94		
Overtaking lanes Gympie-Maryborough	4.80		4.80			0.31	4.37	0.12		
Rehab Maryborough-Gin Gin	4.00		4.00				0.75	3.25		
Rehab Calen Section	3.30		3.30			0.20	2.81	0.49		
Realignment/trail crossing Plain to Saltwater	15.00		15.00	23.05	8.05	0.73	5.13	17.19		
Rockhampton-St Lawrence safety improvements	3.20		3.20	3.20			1.20	2.00		
[Toobombah Ck - Granite Ck]										
Cardwell Range Planning	0.95		0.95	0.95		0.09	0.42	0.44		
Townsville ring road (Shaw Road)	40.00		40.00	40.00			12.66	12.34	15.00	
Miriam Vale (Baffle Creek Road)	2.00		2.00	2.30	0.30	0.83	1.47			
Bruce Highway floodworks near Tully (Remaining \$79.01m originally allocated to this project now being paid under separate MOU in 2005-06.)	0.99		0.99	0.99		0.99				
Caboolture Motorway										
Warrego Highway	199.68	8.08	191.60	191.60		18.47	45.00	67.00	61.13	
Toowoomba (Preconstruction)	33.25	26.32	7.93	7.93		7.93				
Plainland Road Intersection (Laidley-Plainland interchange)	12.00	2.02	9.98	9.98		4.67	5.31			
Toowoomba Range - Planning and Route studies	10.00		10.00	10.00			1.00	5.00	4.00	

PROJECT	A AG total funding for project	B Payments to 30/06/04	C AG base funding commitment 2004-05 to 2008-09	D Revised funding commitment 05 to 2008-09	E Difference +/- (C-D)	Indicative AusLink Investment Programme Payments				
						Actual Payment 04-05	Forecast payment 05-06	06-07	07-08	08-09
	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m
<b>Barkly Highway</b>										
Barkly Hwy - upgrading Mt Isa to Carnooweal (\$116.55m in 5 yr AusLink period)	132.75	11.39	116.55	121.36	4.81	49.84	32.37	39.15	0.00	0.00
Johnson River Stage	23.46	4.06	19.40	19.44	0.04	20.14	-0.70			
Nowarie Creek Stage	23.49	2.89	20.60	20.76	0.16	21.21	-0.45			
Buckley River & King Creek	24.50		24.50	24.80	0.30	6.41	18.39			
Woorona Creek	15.20		15.20	21.55	6.35	1.46	6.16	13.94		
Inca Creek	34.65	1.95	32.70	34.81	2.11	0.62	8.97	25.22		
Bridge & Roadwork Planning (Buckley, Woorona)	3.10	2.49	0.61	0.00	-0.61					
Other works	3.54		3.54	0.00	-3.54					
Cunningham Highway										
Eight Mile intersection	4.25		4.25	4.25		0.25		4.00		
<b>Network</b>										
Strategic Corridor Programme (Mandurana to the Leap realignment project transferred to Bruce Hwy upgrading program)	88.50	6.53	81.97	81.97	0.00	36.27	20.00	20.00	5.70	
<b>Pacific Highway</b>										
Pacific Highway	163.20	162.35	0.85	0.85		0.85				
Tugun bypass	120.00		120.00	120.00			40.00	20.00	60.00	
<b>Urban / Ipswich Motorway</b>										
Ipswich Motorway Safety Works	54.90	4.35	50.55	32.35	-18.20	13.29	18.30	0.76		
Ipswich Upgrade Planning	11.50	11.10	0.40	0.40			0.40			
Gateway Arterial (planning and PPP business case development)	4.00	2.72	1.28	1.28		1.28				
Brisbane Urban Connectors (including Ipswich Motorway) - Total (\$583m)	583.00		583.00	583.00		6.60	26.88	101.58	215.80	232.14
<b>Unallocated/Brisbane Urban</b>										
Ipswich Motorway - Wacol to Darra	70.20		70.20	69.99	-0.21					69.99
Brisbane Urban Corridor - planning & amenity works	320.00		320.00	320.00			0.80	35.00	142.00	142.20
Beatty/Balham Intersections	3.40		3.40	3.40		0.46	2.94			
Mairns/Kessels Road planning	10.00		10.00	10.00			0.20	6.00	3.80	
Ipswich Motorway - Logan Motorway interchange	1.50		1.50	1.50		0.21	0.72	0.58		
Truck Night Toll Waiver Trial	160.00		160.00	160.00		5.05	15.00	55.00	65.00	19.95
Number Plate Recognition Trial	1.40		1.40	1.61	0.21	0.25	1.36			
Warrego Hwy - planning for intersection upgrade with Brisbane Valley Hwy.	5.00		5.00	5.00			5.00			
Goodna Bypass Study (Dinnmore to Galles)	1.50		1.50	1.50		0.64	0.86			
<b>Total Road Construction</b>	10.00		10.00	10.00				5.00	5.00	
<b>Total</b>	1720.75	254.80	1455.12	1447.36	-7.76	164.24	235.66	318.29	404.27	324.90
<b>AusLink Maintenance Contribution</b>	331.87	0.17	331.70	331.70		81.08	51.55	66.29	66.39	66.39



PROJECT	A	B	C	D	E	Indicative AusLink Investment Programme Payments				
	AG total funding for project	Payments to 30/06/04	AG base funding commitment 2004-05 to 2008-09	Revised funding commitment 2004- 05 to 2008-09	Difference +/- (C-D)	Actual Payment 04-05	Forecast payment 05-06	06-07	07-08	08-09
	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m	\$m
<b>Rail</b>										
Beauresert Road Overpass (Acacia Ridge)	25.00		25.00	25.00				3.00	12.50	9.50
<b>Total Rail</b>	<b>25.00</b>	<b>0.00</b>	<b>25.00</b>	<b>25.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>3.00</b>	<b>12.50</b>	<b>9.50</b>
<b>TOTAL AUSLINK NETWORK</b>	<b>2077.62</b>	<b>254.97</b>	<b>1811.82</b>	<b>1804.06</b>	<b>-7.76</b>	<b>245.33</b>	<b>287.21</b>	<b>387.58</b>	<b>483.16</b>	<b>400.79</b>
<b>AusLink non-Network</b>										
Peninsula Development Road (PDR)	5.00	3.71	1.29	1.29		1.29				
Bundaberg Port Road	1.00		1.00	1.00		0.00	0.04	0.96		
Callemondah overpass, Gladstone	3.00		3.00	3.00		0.46	2.54			
TransApex tunnel prefeasibility study	2.00		2.00	2.00		2.00				
<b>Sub-total AusLink non-Network</b>	<b>5547.64</b>	<b>531.82</b>	<b>7.29</b>	<b>7.29</b>	<b>0.00</b>	<b>3.75</b>	<b>2.58</b>	<b>0.96</b>	<b>0.00</b>	<b>0.00</b>
<b>Expenditure on completing projects</b>	<b>2.67</b>	<b>0.00</b>	<b>2.67</b>	<b>3.05</b>	<b>0.38</b>	<b>3.05</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
<b>TOTAL</b>	<b>7627.93</b>	<b>786.79</b>	<b>1821.77</b>	<b>1814.40</b>	<b>-7.37</b>	<b>252.13</b>	<b>289.79</b>	<b>388.54</b>	<b>483.16</b>	<b>400.79</b>

## KEY

Column C This column reflects base funding set out in the funding Schedule of the AusLink bilateral agreement and additional funds provided for Goodna bypass study, the Toowoomba Range planning and route studies and the Beauresert Road Overpass.

Column D This reflects project cost increases where they have been approved and savings and under expenditures where notified.

Column E This column will need to sum to zero by 2008-09. This means that some project funding will need to be adjusted to fit within the five year total funding. This will be undertaken in consultation in the next 12 to 18 months.

## NOTES

(1) Budgets for 2006-07 and following years will be adjusted to reflect variations to forecast expenditure in 2006-07 and the outcome for 2005-06.

(2) Where cost increases are yet to be approved, cash flows reflect the original budget. Subject to approval, the cash flow will be modified.

Offsets will be required for such projects.