

Question on Notice

No. 1504

Asked on 29 November 2006

MR NICHOLLS asked the Minister for Transport and Main Roads (MR LUCAS)—

QUESTION:

With reference to the Gateway Motorway at Hendra -

Are there any plans to extend the noise barriers on the western side of the Gateway Motorway adjacent to the Hendra Stables area and are there funds allocated in the department's budget for the erection of such noise barriers?

ANSWER:

I thank the Honourable Member for Clayfield for his question.

I wish to advise the Honourable Member that the Department of Main Roads operates according to the *Road Traffic Noise Management: Code of Practice*, introduced in 2000. The intervention level for the consideration of provision of noise barriers on existing roads is 68 decibels.

Main Roads conducted road traffic noise monitoring in this area of the Gateway Motorway in 2004. The noise level recorded at the time was 65 decibels.

I am advised that the volume of traffic would need to double to generate an increase in noise levels of 3 decibels at this location. Traffic volumes along this stretch of the Gateway Motorway have not doubled during the past two years. As noise levels along the Gateway at Hendra do not meet intervention criteria, the construction of noise barriers is not warranted.

However, I'd like to remind the Honourable Member that even if noise levels did exceed departmental criteria, the Gateway Motorway is part of the National Highway System and, as such, work on this stretch of road including the noise barriers referred to in his question, remains a federal government responsibility.

I wish to draw to the Honourable Member's attention that, since at least 2001, the Queensland government has been continually asking the federal government to fund a \$10m specific package of priority works for noise amelioration/barriers on the National Highway System in Brisbane, to meet its responsibilities – but to no avail.

While I was pleased to announce the Gateway Upgrade Project in February 2005, the Howard liberal government federal contribution for this project was a paltry \$8m out of a cost of \$1.88bn. May I also clarify that the \$8m federal contribution is only towards the cost of planning and development. Nonetheless, the Beattie government is continuing with this vital piece of Queensland infrastructure, despite the lack of funding commitment from the federal government.

The Honourable Member should also be reminded that the construction of the state government's Gateway Upgrade Project and will serve to alleviate traffic congestion in his electorate, particularly at the Airport Drive roundabout.

But this is only one important element of this project. The Gateway Upgrade includes a deviation from Kingsford Smith Drive to the Nudgee Road Interchange, providing for six lanes (through old and new airport sites) from Kingsford Smith Drive to the southern side of Kedron Brook with four lanes through to Nudgee. There will also be future provision for six-lanes on the section to Nudgee.

The Gateway Motorway Deviation will also provide a second access to the Brisbane Airport which is expected to significantly reduce the reliance on the current East-West Arterial/Gateway Motorway interchange. The deviation will cater for traffic from the north and south with the existing motorway carrying traffic to the City, Eagle Farm and Toombul.

Early works for service relocation have already commenced with the upgrade of the Wynnum Road interchange. Construction of the Gateway Upgrade Project begins in early 2007, with the four-laned Gateway Motorway Deviation scheduled to be opened by mid-2009.