

## **Question on Notice**

**No. 168**

**Asked on 28 February 2006**

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

### **QUESTION:**

With reference to the Pacific Motorway between Mt Gravatt and Helensvale—

- (1) What was the number of fatalities on this stretch of road prior to the opening of the first six lanes of the M1 Pacific Motorway in April 2000?
- (2) What is the number of fatalities on this stretch of road since the opening of the first six lanes of the M1 Pacific Motorway in April 2000?

### **ANSWER:**

I thank the Honourable Member for his question as it exposes the need for the Howard Coalition Government to urgently match the Queensland government's commitment of \$392m over 5 years to begin upgrading the remaining sections of the Pacific Motorway from Eight Mile Plains to Loganholme, and Nerang to Tugun.

Planning is underway for the upgrade of the Pacific Motorway on these sections as a result of the 2005 commitment by the Beattie government.

These funds are allocated pending the federal government meeting its obligation on a 50/50 basis. Beginning construction of the motorway upgrade depends on matching federal government funding. Should this funding be forthcoming, the state government would be ready to begin construction of the motorway upgrade including the Loganlea Road Interchange by mid 2007.

From Beenleigh to the border there are four safe Federal Liberal seats held by margins ranging from 7% to 16.3%. These elected representatives need to do more. Especially since the Federal Government has committed \$160m over 10 years to the upgrade of the Pacific Highway in New South Wales. It is the same road and Queenslanders pay the same federal taxes as residents in NSW and yet are treated differently when it comes to funding our major motorway linking Queensland's two biggest cities. Has the State Opposition asked the Howard Government why?

The Federal Government and state coalition members are out of touch with key stakeholders who support the need for matching 50/50 funding. These include the Council of Mayors for south-east Queensland, the RACQ, the Local Government Association of Queensland; Brisbane Lord Mayor Campbell Newman, Logan City Council, the Gold Coast Mayor and Deputy Mayor, and Labor's Gold Coast members.

The official commissioning of the upgraded M1 Pacific Motorway between Loganholme and Nerang was 6 October 2000. The upgrade was carried out in six packages which were officially opened in October 2000.

(1) During 1 January 1995 to 1 October 2000, there were 34 fatalities along the Pacific Motorway between Mt Gravatt and Helensvale. Of the 34 fatalities, there were 12 fatalities during 1995, five fatalities during 1996, five fatalities during 1997, nine fatalities during 1998 three fatalities during 1999, and zero fatalities in 2000 up to 1 October 2000.

(2) During 1 October 2000 to 28 February 2006, there were 17 fatalities along the Pacific Motorway between Mt Gravatt and Helensvale. Of the 17 fatalities, there was one fatality during 1 October 2000 to 31 December 2000, two fatalities during 2001, two fatalities during 2002, two fatalities during 2003, six fatalities during 2004, four fatalities during 2005 and no fatalities during 1 January 2006 to 28 February 2006.

This significant reduction will be extended even further when the remainder of the motorway is upgraded.

From May 1992 to March 2006, the figures for the southern section of motorway were 9 fatalities on the Nerang to Mudgeeraba and 14 fatalities on the Mudgeeraba to Tugun (end of Motorway).

From May 1992 to March 2006, on the northern section of motorway from Eight Mile Plains to Loganholme, there were 20 fatalities.

On 30 March, I announced that consultation had begun on the draft planning layout for the Pacific Motorway through Rochedale South, Springwood, Daisy Hill, Shailer Park and Loganholme. Plans include the provision of two extra transit lanes and bus priority through Logan City as well as the upgrade of the Loganlea Road Interchange.

On the southern section from Nerang South to Tugun, planning and design has started to upgrade four major Gold Coast motorway interchanges and to widen the motorway to at least six lanes over 23 kilometres from Nerang to the Stewart Road Interchange at Currumbin – join with Tugun Bypass.

The last federal funding announcement for the Gold Coast was their \$120m for the Tugun bypass meaning no significant funding commitments for more than 1000 days.

For three of the four interchanges, Main Roads would be ready to call tenders should the federal government meet its funding obligations. I encourage the honourable member to lobby his federal counterparts for them to match Queensland's commitment to the Pacific Motorway upgrade.

The message is clear the State Opposition should stop covering up for their federal counterparts and put the pressure on them to play their part in reducing accidents and decreasing congestion.