

Question on Notice

No. 376

Asked on 9 March 2006

MR CALTABIANO asked the Minister for Transport and Main Roads (MR LUCAS) -

QUESTION:

What are the predicted traffic volumes for the following roads at the stated years (a) Gateway Motorway at the Gateway Bridge for 2005, 2010, 2012, 2015 and 2020, (b) Logan Motorway at the Kuraby Toll Plaza for 2005, 2010, 2015 and 2020, (c) Kessels Road at the Mains Road intersection for 2005, 2010, 2015 and 2020 and (d) Mt Gravatt –Capalaba Road at the Newnham Road intersection for 2005, 2010, 2015 and 2020?

ANSWER:

I thank the Member for Chatsworth for the question. The information about predicted traffic volumes* is provided below.

Gateway Motorway

I propose a more appropriate question to ask in relation to the Gateway Motorway would be what the Federal Government is contributing to the 20km of national highway that is part of the \$1.6 billion Gateway Upgrade Project (GUP).

Apart from \$8m for the business case for the motorway upgrade, the answer is nil.

Record of Federal Liberal/National Government

Despite being part of the national network, the Howard Liberal/National Government has walked away from its responsibility to fund the upgrade of the Gateway Motorway.

The estimated cost of the motorway alone is in excess of \$900m in 2005 dollars and should be funded by the federal government. If the Federal Government met 100% its obligation for the motorway upgrade, then the toll level would be \$2.20 in 2011 and remain at that level. In 2011, it is expected that the car toll will be \$3.10.

The Beattie Labor Government has planned for progressive improvements along the Gateway Motorway, and the entire project, including the second bridge and approaches and the refurbishment of the existing bridge, will be complete by 2011.

The key milestones are:

- Wynnum Road interchange upgrade. Double right turns will be provided from Wynnum Road onto motorway. Provision will be made for widening of Wynnum Road to six lanes. Expected start mid-2006, finish mid-2007 **JOINT STATE GOVERNMENT AND BCC FUNDING / FEDERAL GOVERNMENT FUNDING CONTRIBUTION – NIL**

- Wynnum Road to Lytton Road. Two additional southbound lanes. Expected start early 2007, to be opened by late 2007. **NATIONAL HIGHWAY - FEDERAL GOVERNMENT RESPONSIBILITY: FEDERAL GOVERNMENT FUNDING CONTRIBUTION – NIL**
- Northern Deviation and Airport Interchange. A new four-lane deviation through old and existing airport sites to Nudgee and a second access to Brisbane Airport. One lane each way expected to be finished late 2008 and full project by 2010. **NATIONAL HIGHWAY - FEDERAL GOVERNMENT RESPONSIBILITY: FEDERAL GOVERNMENT FUNDING CONTRIBUTION – NIL**
- Mt Gravatt-Capalaba Road to Wynnum Road. Widening from four to six lanes. Expected to finish late 2009 **NATIONAL HIGHWAY - FEDERAL GOVERNMENT RESPONSIBILITY: FEDERAL GOVERNMENT FUNDING CONTRIBUTION - NIL**

It is a shame that Member for Chatsworth, as the current transport Shadow Minister will not stand up to get a better deal from Canberra as the former Coalition Minister for Transport and Main Roads and the Member for Gregory, used to do.

The predicted traffic volumes for the Gateway Motorway at the Gateway Bridge are: 2005: 86 500; 2010:102 800; 2012:114 600; 2015:124 500; and 2020: 138 900.

Logan Motorway (QML)

The Logan Motorway has, over the years, provided significant economic benefits to industry and the broader community in terms of reduced transport costs and travel time savings. In addition to the original construction of the Logan Motorway, the duplication of the motorway and construction of the connection to the Gateway Motorway (through the Kuraby Plaza) were completed in 1997, at a cost of \$270m.

The predicted traffic volumes for the Logan Motorway, Kuraby Toll Plaza are: 2005: 27 500; 2010: 36 000; 2012: 41 400; 2015: 45 000; and 2020: 45 809.

The Logan Motorway links the Ipswich Motorway to the Gateway and Pacific Motorways and provides an alternate route to the heavily congested Brisbane Urban Corridor (BUC) The BUC is federally funded.

Kessels Road at Mains Road intersection

A key recommendation of the Brisbane Urban Corridor Planning Study was an investigation into providing grade separation at this intersection. Consultants GHD are currently undertaking the planning study at a cost of \$1.5m in federal funding. The honourable member may wish to lobby his federal counterparts to ensure that funding for the study is matched by a commitment to fully fund the recommendations. The predicted traffic volumes are: 2005:44 700; 2010: 45 000; 2012:45 200; 2015: 45 400; and 2020: 45 700.

Mt Gravatt-Capalaba Road

Despite the joint federal/state planning study into the Brisbane Urban Corridor (a federal government funding responsibility), the federal government advised in 2004 that it would contribute only \$19.77m towards the recommendations. The predicted traffic volumes as requested are: 2005: 35 800; 2010:36 800; 2012:37 100; 2015: 37 700; and 2020: 38 700.

Record of Liberal/National Governments in relation to Queensland Road funding

Of \$10.5 billion Roads Implementation Program, \$8.8 billion is from state funding and \$1.7 billion from the federal government under its AusLink plan.

State funding has grown in real per capita terms from \$213 per person in 1996-97 (this includes the Pacific Motorway funding) to \$378 per person in 2006-07 – an increase of 77.5% and more than the national average.

This compares with federal funding to Queensland of \$68 per person to \$84 per person over the same period.

The current roads program is double the amount (\$5.2 billion) that was allocated to road funding when the Beattie Government came to power in 1998.

I would encourage the Member for Chatsworth to use his influence with his federal counterparts to secure additional funding for Queensland in the forthcoming Federal Budget.

Specifically, the high taxing Howard/Costello Government should redirect some of the \$13.8 billion in fuel excise siphoned off at the petrol pump, to the road network. At present only \$2.2 billion a year or 16 cents in every dollar makes its way into funding for Australian roads.

*In relation to predicted traffic volumes, I am advised that the Department of Main Roads does significant work on travel demand forecasting which is based on historical data and the anticipated changes in land use, both in type and intensity.