

Question on Notice

No. 503

Asked on 30 March 2006

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

QUESTION:

- (1) Will he detail traffic volumes on state-controlled roads in Brisbane West?
- (2) For 1999, 2003 and 2005 or equivalent years if these exact years are not available, will he detail traffic volumes on the Western Freeway both at Toowong roundabout and at Jindalee and also Moggill Road at Kenmore Road intersection and at the Western Freeway.

ANSWER:

I thank the Member for Moggill for the question.

The figures provided below are the average daily traffic flow for that year at each location.

They have been produced from permanent and temporary Main Roads traffic counters. The counts from temporary counters have been modified using factors from permanent count sites to adjust for seasonal variations.

Western Freeway at Dean Street (Toowong Roundabout) – Temporary Counter Adjusted for Seasonal Variations

1999: No specific data available; 2003: No specific data available; 2005: 74 785.

Western Freeway at Centenary Bridge (Jindalee) – Permanent Traffic Counter

1999: 62 262; 2003: 67 708; 2005: 70 725.

Moggill Road at Kenmore Road intersection

The Department of Main Roads advises that AADT data is not available for this site.

The Beattie Government has responded to the growth challenges in South East Queensland with a record budget for roads infrastructure in Queensland, an indication of this government's commitment to meeting the challenges faced by the population growth in South East Queensland, including the western suburbs of Brisbane.

Importantly, the state government announced record funding allocations for the transport portfolio for 2005-06. It has a capital expenditure budget of \$2.83bn - \$1.58bn for Queensland Transport and \$1.25bn for the Department of Main Roads. This represents a 44% increase over the 2004-05 allocation and clear evidence that the Queensland government continues its commitment to addressing transport infrastructure delivery throughout the State.

As the honourable member would be aware, the 2005-06 to 2009-10 Roads Implementation Program (RIP) was tabled in Parliament on 29 November 2005. The current RIP provides \$8.8bn in state funds and \$1.7bn from the federal coalition government, totalling \$10.5bn. This is a \$2.5bn increase over the 2004-05 RIP and a doubling of the \$5.2bn that was in place when the Beattie Government came to power in 1998.

The Member for Moggill is fully aware that the Beattie Government is committed to developing the road system in western Brisbane, to support growth. For example, the following are details of some of the projects listed on the 2005-06 to 2009-10 RIP for the Moggill Sub Arterial Road in 2006-07.

The major investment on Moggill Road by the government in 2006-07 is a programmed allocation of \$9.96m towards duplication on the section from Kilkivan Avenue to Pullenvale Road.

In addition, investments are to be made on the following projects. In particular, the planning work highlighted below will lay the foundations for future infrastructure works.

Marshall Lane to the Centenary on-ramp

\$300 000 is allocated in 2006-07 for this planning work which is to investigate options to increase traffic capacity and safety.

Kenmore Road to Kilkivan Avenue

\$97 000 is allocated in 2006-07 for this planning work which is due for completion in 2006-07. This section of Moggill Road has three lanes and the project will examine options for widening it to four lanes, two lanes each way.

Pullenvale Road to Pinjarra Road

\$200 000 is allocated in 2006-07 to investigate options to widen this section of road to four lanes.

Centenary Highway (Western Freeway) to the Brisbane River

\$733 000 is allocated in 2006-07 for a detailed road safety audit plus any minor rectification works identified in the audit.

Western Freeway to Kenmore and Sugars Road to Kangaroo Gully Road

This project to install street lighting is estimated to cost \$349 000. It is due for completion this financial year and the first section between the Western Freeway and Kenmore Road has the higher priority. The design is almost finished. The project delivers on a commitment made at the 2004 state election.

Brookfield Road to Kenmore Road

This project is estimated to cost \$1 049 000, as set out in the current RIP. The scope of work includes extending the bus stop indent just past the roundabout, some pedestrian footpath safety work and improving the left-turn slip lane at the church.

Kenmore Bypass investigation

This project is to revisit previous planning by Main Roads on the proposed Moggill Pocket Sub Arterial Road, between the Centenary Highway and Moggill Road. Provision for \$500 000 has been made over 2005-06 and 2006-07.

I acknowledge that you have been a long-time supporter of a Kenmore Bypass, having written to me previously on this matter. The State Government has indicated its commitment to work with community and other stakeholders to ensure an appropriate planning study is undertaken.

Centenary Highway HOV investigation

The 2005-06 RIP has a total funding allocation of \$3m for the completion of a planning study to investigate the provision for HOV lanes and 'Bus Priority' along the Centenary Highway between the Ipswich Motorway and the Toowong Roundabout. \$1m has been allocated for the 2006-07 financial year with the remainder to follow in the 2007-08 to 2008-09 period. The study is expected to commence July 2006 with the expected completion date for July 2008.

These projects are just part of the Beattie Government's strong commitment to western Brisbane. In addition to these projects, the government is undertaking the Western Brisbane Transport Network Investigation (WBTNI) to determine the future transport needs of the western and north-western areas of Brisbane.

The WBTNI is one of the key initiatives of both the Regional Plan and the Infrastructure Plan. Main Roads will lead the WBTNI with support from other state agencies.

The federal government has also recognised the need for this planning – both the Honourable Senator Ian Campbell, former federal Minister for Local Government, Territories and Roads, calling for the study in April 2004, and the Honourable Jim Lloyd MP, current Minister for Local Government, Territories and Roads, publicly declaring the need for a western bypass in July 2005.

In February 2005, Opposition Leader, Lawrence Springborg called on the government to immediately identify and construct a western bypass.

But where is the federal money to match these requests, or to meet the many other road projects that the federal government ought to be contributing toward to support Queensland's high growth. For example, the state has asked for only \$5m to help fund the WBTNI and to date has had no response. It is evident that the state government is providing its share of road funding for growth in Queensland. Maybe the Member for Moggill should be asking his federal counterparts what they are doing to support growth in Queensland.