

## **Question on Notice**

**No. 705**

**Asked on 10 May 2006**

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

### **QUESTION:**

Will he provide details of the State funding provided to Queensland local governments for the planning, construction and maintenance of roads for each of the years 1998-2006, reported by individual local government and separately by year?

### **ANSWER:**

I thank the Member for Chatsworth for the question.

I respectfully advise the honourable member that the information being sought can be obtained from the:

- relevant Queensland State-controlled Road Statistics Reports that are prepared annually by the Department of Main Roads, and a copy of which is provided to the Parliamentary Library as a matter of course (for details of actual expenditure on state-controlled roads); and
- annual Roads Implementation Program (RIP), which provides clear details of what road projects and grant allocations the state government intends to undertake over a five-year timeframe.

Roadworks statistics provide details of expenditure by state-controlled road for each local government in Queensland. Statistics for last financial year are being finalised, details of which will be available from the Parliamentary Library.

As well, every year, Main Roads publishes a five-year rolling program of works comprising not only the construction of new roads, but also planning, upgrading, widening, rehabilitating, maintaining and operating 34,000km of existing state-controlled roads throughout Queensland. These works are detailed for each local government in Queensland – by sub-program (for example, the national road network and other State-controlled roads) – on the basis that funding for projects in years one and two is firm, with years three to five indicative for planning purposes.

The RIP also provides details of grants and subsidies to Queensland local governments under the Transport Infrastructure Development Scheme (TIDS) over a two-year timeframe.

Queensland is the only state or territory government that provides a five-year rolling plan of what it intends to do on the roads front. The RIP allows local government, industry and the community to plan ahead with confidence. Main Roads' public consultation processes provide extensive opportunities for local communities to influence our thinking at all stages of road construction – planning, design and project delivery.

There are over 2,700 Main Roads projects published in the 2005-06 to 2009-10 RIP, with some 1,600 of these incurring expenditure in the 2005-06 financial year.

Details of 2005-06 and future roadworks for each local government in Queensland can be obtained from the 2005-06 to 2009-10 RIP, tabled in Parliament on 29 November 2005. The current RIP provides \$8.8 billion in state funds and \$1.7 billion from the federal coalition government totalling \$10.5 billion. This is a \$2.5 billion increase over the 2004-05 RIP and a doubling of the \$5.2 billion that was in place when the Beattie Government came to power in 1998.

In 2006-07, the overall state-wide roadworks budget (capital, maintenance, operations, TIDS and stewardship and capability) totals \$1.888 billion – reflecting a total year-on-year increase of \$420m (or 28.6%) over the 2005-06 Budget. This compares with average roads funding allocations of \$840m per year over the 1996-97 and 1997-98 financial years, reflecting an increase of 124%.

In line with this overall growth in roads funding, allocations for TIDS have grown from an average of \$61m per year over the 1996-97 and 1997-98 financial years, to an average allocation of \$89m in 2005-06 and 2006-07, an increase of 45.9%.

This allocation stands in contrast to the federal government which provides an annual allocation of \$62.5m to Queensland councils under the Roads to Recovery program. As well the federal government will collect \$14 billion from taxpayers with their fuel tax yet return only 16 cents in every dollar to road funding.

I have previously referred the honourable member to an independent report by Professor Alan Layton and Mr Alan Morton. This report is available at:  
[http://www.lgaq.asn.au/lgaq/resources/infrastructure/Transport\\_Funding\\_Report\\_update\\_2005.pdf](http://www.lgaq.asn.au/lgaq/resources/infrastructure/Transport_Funding_Report_update_2005.pdf)

*At the time, Cr Paul Bell AM, President, LGAQ said, "We couldn't have starker contrasts. George Street and Queensland's councils have bitten the bullet but Canberra is yet to get fair dinkum on roads and transport funding, ... Real inroads are being made into the state's infrastructure and transport problems. However, Canberra holds the keys to a long term solution. They have the financial muscle and need to do more, especially in the Brisbane urban corridor, including the Transapex tunnels as well as the Bruce Highway and inland sections of the National Highway. ... Over the next decade, the LGAQ, with other strategic alliance partners, will continue to monitor the state government to ensure its effort is maintained and increased and push the federal government to lift its act."*

The member for Chatsworth should lend his support to the state and local governments' effort in Queensland, by lobbying his federal colleagues to get a fairer share of the federal road funding cake for Queensland.