

## **Question on Notice**

**No. 729**

**Asked on 11 May 2006**

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

QUESTION:

What funding has been made available for Gold Coast roads (particularly the Pacific Motorway upgrade) in the recent Federal Budget?

ANSWER:

I thank the Member for Southport for the question.

Yet again, the people of Gold Coast and the growth needs of south-east Queensland were ignored in the federal government's May 2006 AusLink budget.

What Queensland has been seeking for a number of years is a matching federal funding commitment for a \$1.5 billion upgrade of the Pacific Motorway – between Stewart Road at Mudgeeraba and the Mount Gravatt-Capalaba Road intersection with the Gateway Motorway – over the next 8-10 years.

Priority works on the Queensland side include provision of transit lanes between Springwood and the Logan Motorway; interchange upgrades at Loganlea Road and several sites south of Nerang; six-laning between Nerang and Mudgeeraba, and the Pacific-Gateway Motorway connection in Brisbane. Planning is well-advanced on a number of works packages.

Queensland has already committed \$392m over five years to commence this major upgrade, with construction to begin subject to matching federal funding.

Yet again Queensland got nothing in the federal budget for these works despite repeated requests. Clearly, there was no new AusLink funding from the federal government for Gold Coast roads - simply a reaffirmation of an existing \$120m Commonwealth commitment, made in March 2003, towards the \$543m Tugun Bypass – two-thirds of which is in New South Wales – with the Queensland government to fund the difference (that is, \$423m). The commitment to funding for the Tugun Bypass was the last major road allocation by the federal government for the Gold Coast.

Yet, it continues to pour money into the Pacific Highway in New South Wales. Under AusLink, it has committed \$1.6 billion over ten years to upgrading works south of the border and, as part of the 2006 federal budget process, an extra \$160m supplementary payment was advanced to New South Wales in 2005-06 towards upgrading this link.

The Federal Government has also provided an extra \$800m advance to New South Wales in 2005-06 to complete four-laning of the Hume Highway – some sections of which carry less than 7,000 vehicles per day.

I am continually amazed at the total inaction of federal Coalition local members in the Gold Coast corridor in lobbying their federal colleagues to secure commensurate levels of federal road funding for much higher priority needs on this nationally-significant, AusLink corridor which runs right through their electorates.

The federal government's record of ignoring Gold Coast roads stands in stark contrast to the commitment of the Beattie Labor Government. Between July 2003 and June 2006, the Beattie Government will have spent \$350m on Gold Coast roads, including \$126m on Tugun Bypass planning, land acquisition and early works at Stewart Road interchange. The current Roads Implementation Program (RIP) provides state funding of \$1.16 billion for Gold Coast roads over the next four years.

The Beattie government will continue to lobby to ensure that the growth needs of the country's sixth largest city cannot continue to be ignored by the Federal Government.

I am calling on the federal Coalition local members in this Gold Coast corridor to start representing the interests of their respective constituents and get a federal funding commitment to the Pacific Motorway upgrade in Queensland.