

Question on Notice

No. 340

Asked on Tuesday 26 March 2019

MR M BOOTHMAN ASKED MINISTER FOR TRANSPORT AND MAIN ROADS (HON M BAILEY)—

QUESTION:

With reference to the proposed plans for upgrading the M1 Motorway Exit 57 at Oxenford—

Will the Minister advise (a) how the Department responded to residents' and business' concerns that the plans do not include (i) slip lanes to allow direct access to and from the M1 and bypassing traffic lights and (ii) traffic signal controls that react to traffic volumes and adjust accordingly for increased traffic flow and (b) if other solutions that do not drive the congestion problem on to the local road network or an alternative motorway crossing were considered?

ANSWER:

I thank the Member for Theodore for the question.

- (a) As advised in my response to Question on Notice 238 on 29 March 2019, I was pleased to announce, on 20 March 2019, the release of the reference design for the upgrade which will enable detailed consultation to take place with the community.

Community consultation is ongoing with key stakeholders and the local community to obtain feedback on the reference design for incorporation and consideration as part of the final design.

- (b) While I do not accept the premise of the Member's question, I can advise that, several options were considered and modelled during the options analysis phase of the project. The proposed design was adopted because it delivered the maximum benefits within the project budget, and met the need to prevent queuing back onto a high-speed section of the M1. This project prioritises improving safety for motorists through the increased capacity of the interchange's through lanes, turning lanes and off-ramps, reducing the risk of queuing back onto the motorway and reducing the potential of high-speed traffic crashes.

This Palaszczuk Government investment is part of the record \$21.7 billion budgeted for the *Queensland Transport and Roads Investment Program 2018-19 to 2021-22* (QTRIP) and is evidence of our government's commitment to Building a Better M1 and delivering for the Gold Coast.

Our approach is in stark contrast to the former Newman LNP Government which cut more than \$600 million from QTRIP during its term in office, and did not commit any new funding to all upgrades and failed to fund any improvements to the Exit 57 Oxenford interchange under the then Premier, Campbell Newman.