

Question on Notice

No. 588

Asked on Thursday 4 April 2019

MRS J STUCKEY ASKED MINISTER FOR TRANSPORT AND MAIN ROADS (HON M BAILEY)—

QUESTION:

With reference to the glass and perspex panels along the Tugun bypass route—

Will the Minister advise (reported separately by year) (a) how many have been replaced since 2010 (b) the replacement cost and (c) the cost for maintenance?

ANSWER:

I thank the Member for Currumbin for the question.

I am advised that the Department of Transport and Main Roads' financial reporting systems cannot accurately report to the level of detail the Member has requested because maintenance items are a bundled cost element under maintenance contracts.

However, I can advise that the Tugun Bypass takes traffic to the west of the Gold Coast Airport, connecting to Stewart Road interchange at Currumbin and the Tweed Heads Bypass north of Kennedy Drive at Tweed Heads West. Since its completion in 2008, travel times between Currumbin and Tweed Heads have reduced and are under five minutes, while the bypass has catered for a 25 per cent increase in traffic.

The Tugun Bypass was a jointly funded project completed by the Bligh Labor Government, and the Palaszczuk Government has continued Labor's commitment of investment in roads and transport infrastructure on the Gold Coast, with more than \$2.4 billion secured to upgrade the M1, after no new funding was committed to upgrade the M1 under the Newman Government in which the Member was a minister.

The Palaszczuk Government's investment in the current record \$21.7 billion *Queensland Transport and Roads Investment Program 2018–19 to 2021–22* (QTRIP) will support 19,000 jobs over the life of the program, and can be contrasted with the approach of the Newman LNP Government which cut 14,000 public servants and \$600 million from QTRIP during its term of office.

The Palaszczuk Government's commitment to Queensland and to investment in roads and transport infrastructure for our growing state can also be contrasted with the approach of the Federal LNP Government, which continues to short-change Queensland on important road and rail projects such as the M1 Pacific Motorway, Cross River Rail, and Gold Coast Light Rail Stage 3A.

In relation to the M1, the Federal LNP Government continues to stick to a 50:50 funding split on Queensland's busiest road, while funding the same road on an 80:20 federal:state basis across the border in New South Wales, with the current \$4.9 billion Pacific Highway project between Woolgoolga to Ballina.

I urge the Member to stand up for her constituents in the electorate of Currumbin and intervene with her federal LNP colleagues to secure a fair share of federal funding for Queensland's important road and rail projects.