

Question on Notice

No. 1207

Asked on 3 December 2020

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

QUESTION:

Will the Minister commit to releasing in full the findings of the multi-modal transport study between Burleigh and Tugun, to allow for a proper and thorough community consultation process on the Gold Coast Light Rail Stage 4, and if so, advise by what date this entire report will be made available?

ANSWER:

I thank the Member for Burleigh for the question.

The Palaszczuk Government is committed to planning for the future transport needs of the Southern Gold Coast as the population continues to grow.

The multi-modal corridor study, between Burleigh Heads and Tugun, along the Gold Coast Highway provides for the future needs of all modes of transport. The purpose of the study was to confirm the long-term strategic direction for the Gold Coast Highway Corridor from Burleigh Heads to Tugun, and specifically considered how to accommodate for vehicle traffic, pedestrian movements, bike riders, and the possible extension of light rail south of Burleigh Heads along the southern Gold Coast Highway.

A detailed summary of the study's findings is available on the Department of Transport and Main Roads website at <https://www.tmr.qld.gov.au/projects/Gold-Coast-Highway-Burleigh-Heads-to-Tugun-Multi-modal-Corridor-Study>

In relation to the Member's comments regarding proper and thorough community consultation, the government acknowledges it is important to listen to and capture the varying views shared by residents on the light rail.

I note the Member was crystal clear when he told ABC Radio to 'forget heavy rail to the airport'.

The Member has regularly made his views on light rail clear, stating there was not enough room for both light and heavy rail along the heavy rail corridor to the airport, and that the Member's preference was for light rail to take over the heavy rail corridor to the airport.

This confirmation that a heavy rail link to the airport would never happen under the LNP would be a disaster for the southern Gold Coast as it grows.

The LNP's preferred light rail route to the airport of a long, slow indirect and more expensive inland route through an industrial area taking over the heavy rail corridor would effectively kill off heavy rail access to the Gold Coast Airport.

It would be a public transport planning disaster for the Gold Coast.

TMR will undertake comprehensive community consultation in 2021, during which the community will have the opportunity to ask questions and provide face-to-face feedback. This will include opening a shopfront in Palm Beach over a 12-week period, a dedicated consultation webpage and newsletter, as well as a hotline and direct email to stakeholders.

The recently released *Queensland Transport and Roads Investment Program 2020–21 to 2023–24* (QTRIP) represents a record investment in road and transport infrastructure for the fifth year in a row, with \$26.9 billion committed over the next four years, supporting an average of approximately 23,600 direct jobs over the life of the program. Approximately \$4.562 billion is committed across TMR's South Coast Region, which is estimated to support an average of approximately 3800 direct jobs over the life of the program.

QTRIP continues to provide significant funding for the M1 Pacific Motorway projects and the Gold Coast Light Rail (jointly funded with the Australian Government), including the:

- \$1 billion widening to six lanes between Varsity Lakes and Tugun
- \$1 billion upgrade between Daisy Hill and the Logan Motorway
- \$750 million construction of additional lanes between Eight Mile Plains and Daisy Hill
- \$709.9 million Gold Coast Light Rail Stage 3 project between Broadbeach South and Burleigh Heads (also jointly funded with the City of Gold Coast)
- \$110.5 million upgrade of the Exit 49 interchange at Pimpama
- \$82.1 million safety and capacity upgrades at Exit 41 interchange at Yatala South
- \$25 million upgrade of the Oxenford interchange (Exit 57)
- \$20 million upgrade of Exit 45 north off-ramp interchange at Ormeau.

As part of our COVID-19 economic recovery response, in partnership with the Australian Government, the Palaszczuk Government has announced \$1 billion in new and accelerated funding for road improvements right across Queensland. This funding injection will deliver freight efficiency benefits, improve road safety, sustain local jobs and lift the state's economy. Overall, this \$1 billion of investment in road network improvements is estimated to support approximately 1000 jobs.

For years the Gold Coast has been left behind by its LNP representatives. It is only a Palaszczuk Labor Government that is getting on with the job of building vital infrastructure for the Gold Coast.