

Question on Notice

No. 155

Asked on Tuesday 18 February 2020

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

QUESTION:

With reference to the findings of the recent planning study that was undertaken on the Eumundi Noosa Road—

Will the Minister advise (a) the proposed location of the new overtaking lanes that are to be installed along the link, (b) the proposed location of the new bus stops and (c) what safety improvements are being proposed for the intersection with Hatfield Road?

ANSWER:

I thank the Member for Ninderry for the question.

The Palaszczuk Government's *Queensland Transport and Roads Investment Program 2019–20 to 2022–23* (QTRIP) represents a record investment in road and transport infrastructure for the fourth year in a row, with \$23 billion committed over the next four years, supporting an average of approximately 21,500 direct jobs over the life of the program. QTRIP has seen an overall increase of more than \$1.3 billion across the four-year period when compared to the previously released 2018–19 to 2021–22 program. Approximately \$3.13 billion is committed across the North Coast district, supporting an estimated average of 3000 direct jobs over the life of the program.

During the period from 1 July 2015 to 30 June 2019, the Department of Transport and Main Roads (TMR) delivered approximately \$2 billion of transport and roads infrastructure investment specifically in TMR's North Coast district. Some key projects for TMR's North Coast district in the QTRIP include:

- Caloundra Road to Sunshine Motorway, total cost of \$812.9 million (jointly funded by the Australian and Queensland governments)
- Maroochydore Road, interchange upgrade, total cost of \$301.2 million (jointly funded by the Australian and Queensland governments).

TMR completed the preliminary planning study for Eumundi–Noosa Road in late 2019. In response to the Member's specific questions, I can advise the following.

- (a) The study identified a proposed location for the new overtaking lanes between Emu Mountain Road and Beckmans Road. Further investigations are required to confirm the location and ensure the proposal can be delivered within the existing road corridor, with no impacts on Tewantin National Park. The actual location will be confirmed during detailed planning.
- (b) The preliminary planning report suggested further investigation of up to four bus stop locations near intersections along the route. The actual location and number of stops will be confirmed in consultation with stakeholders during detailed planning.
- (c) The preliminary planning report did not identify any specific treatments for the Hatfield Road intersection. The scope of works will be considered in detailed planning but may consider minor clearing to ensure sight lines to the south of the intersection are adequate.

Warrants for intersection upgrades will be assessed in the detailed planning to confirm which intersections along the full route have the highest need for safety improvements.