

**Question on Notice**

**No. 215**

**Asked on Wednesday 19 February 2020**

**MR B MICKELBERG ASKED MINISTER FOR TRANSPORT AND MAIN ROADS (HON M BAILEY)—**

**QUESTION:**

Will the Minister advise if the Department of Transport and Main Roads have completed any studies in relation to upgrading the intersection at the Main Street and Gloucester Road, Buderim and what is the forecast cost of such works?

**ANSWER:**

I thank the Member for Buderim 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 QTRIP include the:

- 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).

I refer to a previous Question on Notice response (QON494) tabled on 3 May 2019 about traffic modelling studies in Buderim. As advised in my response to the Member, in June 2015, TMR completed a traffic study of the Buderim town centre. This included the Mooloolaba Road (known locally as Main Street) and Gloucester Road intersection.

The purpose of the study was to identify low-cost options to mitigate traffic congestion issues on Mooloolaba Road in the vicinity of Buderim Mountain State School. The study recommended signal phasing adjustments to help relieve congestion on Main Street, and these adjustments were undertaken following the study. Better traffic flow along Main Street was subsequently observed during the morning school peak period.

As previously advised, the following measures were implemented in the vicinity of Buderim Mountain State School following the 2015 Buderim Traffic Study:

- a left-turn red arrow provided on the eastbound approach on Main Street to Gloucester Road to allow eastbound through traffic to proceed without delay, while left-turning traffic is held back to protect pedestrians crossing Gloucester Road
- coordination of the signals at the Main Street/Gloucester Road intersection and the two pedestrian crossings adjacent to the school so that vehicular traffic is stopped less frequently at both pedestrian crossings on the same trip
- minor changes to the signalised pedestrian crossing wait times adjacent to the school (made in consultation with Buderim Mountain State School) to help aid traffic flow along the road. A significantly higher proportion of green time is now available for vehicular traffic, with no negative feedback received from pedestrians.