

Question on Notice

No. 3

Asked on Tuesday 4 February 2020

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

QUESTION:

With reference to the Caloundra Road/Nicklin Way roundabout—

When will the Minister remove the traffic lights recently installed and put in place exit or slip lanes to reduce traffic congestion leading to an on the roundabout?

ANSWER:

I thank the Member for Caloundra 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 Region. Some key projects for TMR's North Coast district in QTRIP include the:

- Caloundra Road to Sunshine Motorway, at a total cost of \$812.9 million (jointly funded by the Australian and Queensland governments)
- Caboolture–Bribie Island Road interchange to Steve Irwin Way interchange upgrade, at a total cost of \$662.5 million (jointly funded by the Australian and Queensland governments).

The Palaszczuk Government brought forward \$1 million in funding in 2018 to install roundabout metering signals at the Caloundra Road, Nicklin Way and Pelican Waters Boulevard intersection. Since their activation in mid-January 2019, the signals provide better balances of queues and delays between approaches. Travel data for the first three school terms in 2019 shows a reduction of about five minutes for vehicles travelling westbound out of Caloundra in the afternoon peak period.

As the roundabout metering signals are working effectively to reduce excessive queuing at the intersection, TMR does not plan to remove them. TMR will continue to closely monitor the operations of the metering signals to reduce peak-period delays as much as possible for motorists.

TMR has previously investigated left-turn slip lanes at the roundabout. This approach was not supported as left-turn slip lanes would not adequately address congestion at the roundabout due to the number of right-turn and straight-through movements. Slip lanes would also not provide safe pedestrian and bike rider crossings.