

## Question on Notice

No. 72

Asked on Wednesday 5 February 2020

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

**QUESTION:**

With reference to the James Low Bridge entrance to Yandina and requests received from council and community—

Will the Minister advise whether a cantilevered pedestrian crossing or a stand-alone structure has been considered or planned for construction on or beside the bridge for the safety of pedestrians and cyclists and what, if anything, is preventing this project commencing?

**ANSWER:**

I thank the Member for Nicklin 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 TMR's North Coast district, supporting an estimated average of approximately 3000 direct jobs over the life of the program.

During the period from 1 July 2015 to 30 June 2019 (financial years 2015–16 to 2018–19), 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 Region in the QTRIP 2019–20 to 2022–23 are:

- 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 reviews consider a number of site-specific factors, including recorded crash history using data from the Queensland Police Service, traffic and pedestrian volumes, road geometry and visibility. A review of the James Low Bridge determined that the existing pedestrian and bicycle bridge located immediately to the east on Old Cobb and Co Lane was sufficient to cater for active transport volumes at the current time.