

## Question on Notice

No. 613

Asked on 13 May 2021

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

### QUESTION:

With reference to recent news reports that the Coomera Connector scope of works has been reduced—

Will the Minister provide full and detailed plans of the proposed road including (a) the number of lanes, (b) the breakdown of proposed speed limits (divided into suburb in table format) and (c) what sections of the road will receive sound mitigation treatment?

### ANSWER:

I thank the Member for Theodore for the question.

I refer the Member to information publicly available in the Community Reference Group document titled *Coomera Connector Stage 1 Community Reference Group Questions, issues and opportunities February 2021*, published on the Coomera Connector webpage at [www.yoursay-projects.tmr.qld.gov.au/coomeraconnector](http://www.yoursay-projects.tmr.qld.gov.au/coomeraconnector).

The Coomera Connector will be a high-speed, motorway style road with a posted speed limit of 100 kilometres per hour. I am advised there are no plans to reduce it to an 80 kilometres per hour speed limit, as the Member suggested should happen in an interview with the *Gold Coast Bulletin* in 2019.

To address road traffic noise, the *Transport Noise Management Code of Practice Volume 1* (the code) will guide where and what type of noise mitigation is required. In accordance with the code, a noise assessment was undertaken at 45 locations surrounding the Stage 1 Coomera Connector corridor between Coomera and Nerang to establish baseline noise levels. Predicted noise levels are currently being modelled and assessed against the baseline noise levels to determine where noise mitigation measures will be included in the design.

It is relevant to note that under the previous LNP Government, progress of Coomera Connector was halted, with the corridor not being gazetted, and the then LNP Government preventing it from being included in the Gold Coast City Plan. These matters the subject of public reporting—see for example report titled *End Of The Road For Traffic Relief Plan As Road Corridor Quietly Scrapped* published in the *Gold Coast Bulletin* on 25 April 2014.

The *Queensland Transport and Roads Investment Program 2020–21 to 2023–24* represents a record investment in road and transport infrastructure for the fifth year in a row, with \$26.9 billion in works committed over the next four years, supporting an average of approximately 23,600 direct jobs over the life of the program. Of this, \$4.56 billion is committed across the Department of Transport and Main Roads' South Coast Region, which is estimated to support an average of 3800 direct jobs over the life of the program.

With the pandemic impacting Queensland businesses and communities, significant road upgrades will be delivered to help stimulate the economy as part of *Unite and Recover: Queensland's Economic Recovery Plan*. These upgrades provide immediate economic record benefits, support more jobs and deliver ongoing benefits of vital infrastructure for years to come.