

Question on Notice

No. 742

Asked on 15 June 2021

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

QUESTION:

Will the Minister advise if there are any proposed upgrades to the section of the Gore Highway between Pittsworth and Brookstead, which is a major thoroughfare for the transportation of freight and agricultural commodities?

ANSWER:

I thank the Member for Condamine for the question.

I can advise \$17 million has been allocated for pavement rehabilitation on the Gore Highway, between Pittsworth and Millmerran, under the National Land Transport Network Upgrades, Roads of Strategic Importance early works, on an 80:20 funding split between the Australian and Queensland governments. Stage 1 of the project is currently under construction and Stage 2 is scheduled to commence in the second half of 2021 and be completed over the next two years.

Stage 1 construction is trialling innovative pavement rehabilitation systems and products on a 1.5 kilometre stretch of the Gore Highway between Brookstead and Pampas. The trials started in May 2021 and are scheduled for completion mid-August 2021, weather permitting. The results of the trials will be applied to subsequent stages of the project and other pavement rehabilitation works in similar environments. All project stages will address pavement rehabilitation challenges on highly reactive soils of this area, much of which is within the Condamine River floodplain.

In addition, a \$450,000 planning project is investigating safety improvement options on the Gore Highway between Toowoomba and Brookstead. The business case is scheduled for completion by the end of June 2021 and is being delivered under the Transport System Planning Program, 100 per cent funded by the Palaszczuk Government.

The *Queensland Transport and Roads Investment Program 2021-22 to 2024-25* represents a \$27.5 billion investment, supporting an estimated 24,000 jobs across the life of the program. This includes a \$665 million program of works in the Darling Downs district, estimated to support an average of 775 direct jobs over the life of the program.

It is relevant to contrast this approach with that of the former LNP Government, which saw \$1.6 billion cut from the roads and transport budget, putting additional pressure on funding priorities. It is also relevant to highlight that the LNP planned to cut this \$17 million project from the capital program to fund the state's contribution to their proposed six kilometre Second M1, as demonstrated by the LNP's election costings document, released on 29 October 2020.