

## Question on Notice

No. 986

Asked on 2 September 2021

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

### QUESTION:

With reference to the Callide Electorate having the highest road fatalities in the state—

Will the Minister advise how the government justifies allocating \$340,000 to survey a bikeway in Moura instead of repairing roads?

### ANSWER:

I thank the Member for Callide for the question.

The Palaszczuk Government is committed to providing quality, safe and connected cycling infrastructure across Queensland. Cycling is an important transport mode that delivers significant health and economic benefits for Queenslanders.

The Department of Transport and Main Roads (TMR) is funded to undertake the design of cycling and pedestrian infrastructure along the Dawson Highway at Moura. This section of the Dawson Highway is identified as a priority route in the Principal Cycle Network for the Banana Shire Council. The route was identified by council as required and desirable. The location of principal cycling routes, such as this, are agreed upon by TMR and the relevant local governments. A review of the Principal Cycle Network route maps was undertaken in 2019–20.

The Palaszczuk Government has invested \$380,000 to fund the detailed design phase of the project under the Cycling Works Sub-Program 2020–21 and 2021–22. As part of the design process, TMR engages with impacted stakeholders to understand how they access and use the state-controlled road corridor in the identified area. A questionnaire was distributed to over 80 stakeholders in the project footprint in August 2021.

The design team uses this information, with other inputs including geotechnical survey information and analysis of traffic data, to develop a design solution that complies with Australian Standards and departmental design guidelines that will contribute to a single integrated network that is accessible to everyone.

In relation to roads funding, the published *Queensland Transport and Road Investment Program 2021–22 to 2024–25* provides \$75.4 million of investments wholly within the Callide Electorate in State Road Network upgrades, Targeted Road Safety, Bruce Highway upgrades, local government grants, Natural Disaster Program, Active Transport, Transport System Planning and Maintenance Preservation and Environment works within Fitzroy District. This includes \$8.98 million over the next two years for Banana Shire Council to deliver road maintenance on the state-controlled road network in Banana Shire under the Road Maintenance Performance Contract.

In addition to the \$75.4 million four-year investment, there are other funding investments in statewide programs or capital projects that traverse multiple electorates, including the Callide electorate.

It is important to note, however, that at the 2020 State Election, the LNP announced a plan to utilise funding from the \$1.177 billion 'Other Construction Projects (Transport and Main Roads)' line item in the Capital Program 2020 Update to fund \$695 million towards the Coomera Connector project.

The \$1.177 billion line item contained capital investment in programs and projects, including capital maintenance works, such as rehabilitation and programmed maintenance, as well as projects jointly-funded with the Australian Government (such as Bruce Highway Safety Package works). This line item included \$604.5 million which would have been intended for maintenance funding.

The 'Other Construction Projects (Transport and Main Roads)' line item in the LNP plan also included the 2020–21 capital component of the \$1 billion in road stimulus funding, including jointly-funded stimulus projects, which the Palaszczuk Government secured for Queensland to assist in economic recovery from the COVID-19 pandemic. Not only did the LNP cut the roads and transport budget previously by \$1.6 billion, which has had an ongoing impact, but it went to the election with a plan to impose new cuts to the maintenance program and stimulus projects as set out above.