

Question on Notice

No. 99

Asked on 25 February 2021

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

QUESTION:

Will the Minister advise the current average daily vehicle usage of all Queensland Government roads in the electorate of Southport and the current capacity of each of those roads (reported separately by road segment)?

ANSWER:

I thank the Member for Southport for the question.

Urban road networks experience a range of different operating conditions, which can vary the level of traffic capacity provided. Traffic composition, speed environment, intersection spacing, parking and property access can all have an impact. Based on Austroads guidelines, estimated daily traffic carrying ability of the requested road segments are detailed in the table below.

These estimates are based on reasonable network operation for typical peak hour conditions. An average factor has been applied to peak hour capacities to derive daily values. It should be noted that the nominated daily values are indicative only. Observed real-world traffic conditions may vary due to factors such as spreading of peak demand and acceptable congestion levels.

It should also be noted that the data provided in the table are mid-block values. For typical urban road networks, intersection capacities are often the limiting factor to overall network performance.

Roads within the Southport electorate	Typical lane configuration	Observed AADT* (two-way)	Vehicles per day traffic carrying ability estimate
11A Gold Coast Highway Helensvale to Southport	Divided road		
1. Biggera Creek Bridge	Median + kerb lane no parking	29,850	10 (2*1400 + 2*1200) = 52000
2. 30m south of Bradford St	Median + kerb lane occasional parking	26,110	10 (2*1400 + 2*800) = 44000
101 Smith St Connection Rd	Divided road		
1. Between Norman St & Scarborough St	Median + kerb lane Adjacent parking lane	18,559	10 (2*1400 + 2*1200) = 52000
2. Between Kumbari Av & Parklands Dr	3 – lane no parking	46,282	10 (2*1400 + 2*1200 + 2*1200) = 76000
3. 1.5km west of Labrador-Carrara Rd Overpass	3/2 – lane no parking	68,524	10 (5*1700) = 85000 (refer note 1)
103 Southport-Burleigh Rd	Divided road		
1. 280m north of Nerang St	Median + kerb lane adjacent parking	24,585	10 (2*1400 + 2*1200) = 52000
2. Between Harvest Cl and Brolga Av	Median + kerb lane occasional parking	35,102	10 (2*1400 + 2*1200 + 2*800) = 68000
106 Southport-Nerang Rd	Undivided road		
1. Between Lather St and Lenneberg St	Median + kerb lane no parking	19,222	10 (2*1400 + 2*1200) = 52000
2. 100m East of Bailey Cr	Median + kerb lane no parking	27,909	10 (2*1400 + 2*800) = 44000

Roads within the Southport electorate	Typical lane configuration	Observed AADT* (two-way)	Vehicles per day traffic carrying ability estimate
116 Labrador-Carrara Rd	Divided road		
1. Between Ash Ct & Boea St	Median + kerb lane occasional parking	25,289	10 (2*1400 + 2*1200) = 52000
2. 250m north of Crestwood Dr	Median + kerb lane occasional parking	46,354	10 (2*1400 + 2*1200 + 2*800) = 68000

Table notes:

1. Smith Street at this location is configured to a motorway standard. Accordingly, 1700 vehicles/hour/lane has been used for estimating purposes.
 2. The design capacity of state-controlled road corridors varies due to the traffic flow mix (proportion of heavy vehicles), speed environment, intersection spacing, presence of parking and accesses.
 3. The capacities for the above roads are based on the Austroads' *Guide to Traffic Management Part 3: Transport Study and Analysis Methods* and determined specifically for each road section.
 4. The values were determined assuming an average 10-hour factor to convert the respective peak flow lane capacity to a 24-hour capacity for comparison to the 2018 annual average daily traffic data provided.
- * Annual average daily traffic

The *Queensland Transport and Roads Investment Program (QTRIP) 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, \$4.562 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.

The QTRIP 2020–21 to 2023–24 includes continued delivery of the \$12.6 billion, 15-year jointly funded program to upgrade the Bruce Highway, the continued delivery of more than \$3.4 billion in upgrades on the M1 Pacific Motorway, the commencement of the \$1.53 billion Coomera Connector (Stage 1) project between Nerang and Coomera, over \$1 billion for dedicated and targeted initiatives to bolster the Queensland Government's commitment to road safety, the \$709.9 million Gold Coast Light Rail Stage 3 project, and a \$1 billion new pipeline of rail projects that includes making trains again in Queensland.