

## Question on Notice

No. 636

Asked on 23 May 2023

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

### QUESTION:

Will the Minister provide the predicted traffic modelling volumes from now until 2041 (in table format, reported separately by road and calendar year) for (a) M1 motorway from Beenleigh to Nerang, (b) Coomera Connector, (c) Tamborine/Oxenford Road, (d) Maudsland Road, (e) Hope Island Road and (f) Beaudesert/Nerang Road?

### ANSWER:

I thank the Member for Theodore for the question.

The Department of Transport and Main Roads (TMR) can provide the following estimates of future vehicle volumes at the requested locations, based on observed 2021 daily traffic flows, and modelled growth over the period from 2021 to 2041. Travel demand has been impacted significantly by the COVID-19 pandemic, with Queenslanders continuing to modify and adapt their day-to-day travel behaviours. The 2026 to 2041 modelled forecasts are based on pre-COVID-19 travel behaviours. The modelling considers only the committed and funded future infrastructure. In relation to this area, the model considers only stage 1 of the Coomera Connector in place.

Location	2021 observed daily two-way count	2026 estimated daily two-way volume	2031 estimated daily two-way volume	2036 estimated daily two-way volume	2041 estimated daily two-way volume
(a) M1 Motorway North of Helensvale Road	173,000	182,000	187,000	191,000	195,000
(b) Coomera Connector North of Helensvale Road	not constructed	31,000	48,000	59,000	70,000
(c) Tamborine/Oxenford Road East of Regatta Ave	19,000	20,000	21,000	21,000	22,000
(d) Maudsland Road South of Guanaba Creek Rd	7,000	7,000	8,000	9,000	9,000
(e) Hope Island Road Between Monterey Key Dr & Santa Barbara Rd	28,000	32,000	35,000	37,000	39,000
(f) Beaudesert/Nerang Road at Mooyumbin Creek Bridge	25,000	28,000	31,000	32,000	34,000