

Question on Notice

No. 148

Asked on 5 March 2024

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

QUESTION:

With reference to answer to Question on Notice No. 267 of 2023—

Will the Minister reconsider the department's stance on installing sound barriers with single or double caps to further reduce sound escaping the road and rail corridor through Helensvale (ref: Domingo Pardo-Quiles <https://sciprofiles.com/profile/1044443> 2020 et al)?

ANSWER:

I thank the Member for Theodore for the question.

The Department of Transport and Main Roads (TMR) manages operational road traffic and construction noise under the *Transport Noise Management Code of Practice* (Code). The Code guides the direction for assessment, design and management of the impact of road traffic noise.

TMR has taken into consideration the use of novel caps for the Coomera Connector project. While novel caps are an option for noise barriers, TMR has determined similar results can be achieved more cost effectively, and with less ongoing maintenance issues, by increasing the height of the barrier.

The Queensland Government is delivering its eighth record transport and roads infrastructure program in a row, as detailed in the *Queensland Transport and Roads Investment Program 2023–24 to 2026–27*, which outlines \$32.1 billion in investment over the next four years and is estimated to support an average of 25,200 direct jobs over the life of the program. Of this, \$5.504 billion is committed across TMR's South Coast Region, estimated to support an average of 4130 direct jobs over the life of the program.