

Question on Notice

No. 7

Asked on 13 February 2024

MS F SIMPSON ASKED MINISTER FOR TRANSPORT AND MAIN ROADS AND MINISTER FOR DIGITAL SERVICES (HON B MELLISH)—

QUESTION:

With reference to \$2m spent by the State Government on the Mooloolaba to Maroochydore Cycleway (M2M - Stage 6) for planning only and no construction for 1.5km at-grade route—

Will the Minister (a) provide a breakdown of the expenditure and (b) explain why none of this \$2m went to actually building the project?

ANSWER:

I thank the Member for Maroochydore for the question.

The Miles 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, \$3.147 billion is committed across Department of Transport and Main Roads' (TMR) North Coast Region, estimated to support an average of 2460 direct jobs over the life of the program.

The Miles Government has committed \$2.05 million for the finalisation of the business case/ planning and the design phase of the Mooloolaba to Maroochydore Cycleway (M2M – Stage 6).

- (a) The breakdown of expenditure to date is as follows: \$923,000 external design consultancy, \$474,000 TMR internal project management, \$173,000 survey and environmental investigations, and \$6000 ancillary costs.
- (b) The \$2.05 million of funding allocated to the project allowed TMR to finalise the business case and develop all critical project components in the design phase, including ground and public utility provider surveys, environmental and ecological investigations, general layouts, lighting and Intelligent Transport System designs, pavement and drainage investigations all at a level sufficient to develop a construction cost estimate (inclusive of current market rates for labour and materials) and schedules for future funding proposals. I can advise that several design revisions were required to incorporate key stakeholder and community feedback, resulting from community opposition to the original proposed design of the cycleway. Community consultation involved the facilitation of two stakeholder workshops, with local participants representing residents, business owners, bike riders, pedestrians and beach goer viewpoints, as well as representatives of key stakeholder groups and a community drop-in session at the Sunshine Coast Collective Markets in Buhk Park, Alexandra Headland.