

Question on Notice

No. 188

Asked on 4 March 2026

MR J MARTIN ASKED MINISTER FOR TRANSPORT AND MAIN ROADS (HON B MICKELBERG)—

QUESTION:

With reference to the Logan and Gold Coast Faster Rail project—

Will the Minister confirm (a) if the promised continuous active transport corridor, including the dedicated cycle path from Compton Road north to Kuraby Station and between Woodridge and Kingston stations, has been removed or reduced in scope, (b) if cyclists are now proposed to be redirected onto Jacaranda Avenue as an alternative, (c) if the answer to (a) or (b) is yes, (i) what is the associated cost saving and (ii) how many commuters will be forced to drive as a result of the Minister's decision?

ANSWER:

I thank the Member for the question.

- (a) The Crisafulli Government was elected on the promise of delivering a fresh start for Queensland. Part of that fresh start is getting important projects like the Logan and Gold Coast Faster Rail (LGC) project back on track after the costs blew out from \$2.6 billion to \$5.7 billion under the former Labor Government.

The Logan and Gold Coast Faster Rail project will deliver 14 kilometres of new active transport infrastructure through the project corridor, which—along with four kilometres of the existing on-road infrastructure—will provide a continuous active transport connection and a significant improvement for users.

I refer the Member to my answer to Question on Notice 55, tabled on 13 March 2026, for further information.

- (b) The updated design connects with existing active transport infrastructure along Jacaranda Avenue, between Woodridge and Kingston stations. Jacaranda Avenue is part of the Principal Cycle Network and currently includes on-road bicycle lanes and footpaths.
- (c) Design and construction planning for the LGC project is underway and remains focused on delivering on time and on budget. The project will deliver safe and more connected cycling and walking routes to stations, supporting easier access to high frequency rail services.

Customers currently access stations between Kuraby and Beenleigh in a range of ways, including walking, cycling, bus and car. The updated design is not anticipated to directly result in an increase in the number of people driving to stations in the future.