



Minister for Main Roads, Road Safety and Ports
Minister for Energy, Biofuels and Water Supply

Our ref: PET19590

Your ref: 10.4 Petitions

30 November 2016

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Mr Neil Laurie
The Clerk of the Parliament
Parliament House
George Street
BRISBANE QLD 4000

Dear Mr Laurie

I refer to petition numbers 2656-16 and 2592-16 lodged with the Legislative Assembly by Mr Mark McArdle MP, Member for Caloundra, on 1 November 2016 about traffic volumes on Caloundra Road.

My department is committed to planning and delivering infrastructure for growth areas of the state, such as the southern Sunshine Coast. Several upgrade projects are planned for Caloundra Road to further improve safety and conditions for motorists.

A \$929.3 million project will upgrade the Bruce Highway between Caloundra Road and the Sunshine Motorway. This includes upgrading the Caloundra Road interchange to tackle congestion, enhance capacity, improve safety and provide active transport connections. Preliminary construction will start in late 2016, with major construction to begin in mid-2017. Design is also underway for a \$105,000 safety improvement project at the intersection of Caloundra Road with Ridgewood Road in Little Mountain. The intersection was identified for upgrade under the state government's *Safer Roads Sooner* program due to a history of right-turn crashes at the location. Construction is due to be undertaken in 2017–18.

My department is committed to working with Stockland for the delivery of Bells Creek Arterial Road. As developer of the Aura development, Stockland is required to build the new road under an infrastructure agreement. The timeline for the staged delivery of the road, which remains the same as was proposed under the previous Government, is based on progress of the Aura development.

Construction of the first 2.8 kilometre section is currently underway. When all stages are complete, the 11.9 kilometre road will provide a connection between Caloundra Road and the Bruce Highway via the Bells Creek Road Interchange. In regard to fast-tracking the work, my department has undertaken traffic analysis for the projected traffic growth.

This predicts that both Caloundra Road (between the Bruce Highway and proposed Bells Creek Arterial Road) and the Bruce Highway (between Caloundra Road and the Bells Creek/Roys Road Interchange) are forecast to be operating within capacity in the 2026 peak hour. As such, there would be no significant benefits to the broader road network in fast-tracking the road to open earlier than 2026.

The state government is also undertaking important planning work to prepare for long-term capacity needs at the Caloundra Road and Nicklin Way roundabout. My department has been working closely with the Sunshine Coast Regional Council (SCRC) to ensure the planning aligns with SCRC's vision for the area, as identified in its *Draft Caloundra Centre Master Plan*, which was released September 2016. Investigations to determine the best options for the intersection have identified a preferred option, with a two-stage approach.

The proposed first stage will be an extension of Arthur Street (local road) to a new signalised intersection with Nicklin Way. This will have the greatest benefit and provide an alternative route for motorists travelling between the Caloundra CBD and areas to the north, which will reduce traffic volumes through the Caloundra Road and Nicklin Way intersection.

My department is progressing planning of this first stage with development of a business case starting in late 2016. Once complete the business case will be used to assist in assessing funding for the project against competing priorities across the state.

That competition has become more challenging as a consequence of more than \$600 million having been cut from transport funding during the term of the previous government, which also spent more than \$30 million of the Department of Transport and Main Road's budget preparing for asset sales and contestability.

I am also advised that a concept design has been developed for the proposed second stage for the Caloundra Road and Nicklin Way roundabout upgrade, which will be a fully signalised intersection including left-turn filter lanes (slip lanes) where appropriate, along with pedestrian crossings and cycle lanes on each approach.

This is a longer-term vision, and there is currently no funding allocated to progress this stage of the project at this time. Again, this project will be subject to competing priorities across the state.

I trust this information is of assistance.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Mark Bailey', written in a cursive style.

MARK BAILEY MP
Minister for Main Roads, Road Safety and Ports and
Minister for Energy, Biofuels and Water Supply