

SUBJECT: Constituent query about funding for a road tunnel instead of public transport

Key/contentious issues

- **s.73 Irrelevant Information** wrote to the Cooper Electorate Office on 11 July 2023 asking the following:
“Why does the government keep investing significant funds in roads while our public transport network continues to languish? There needs to be further investment in the outer areas of Brisbane to make use of the capacity that will be unlocked by Cross River Rail.”

Current status

- The constituent query follows an announcement on 11 June 2023 by the State Government that Queensland Investment Corporation Limited (QIC) would be mandated to prepare an investment proposal to establish the Gympie Road Bypass, a tolled road tunnel between Carseldine and Kedron.
- The media statement released by the Treasurer on 11 June 2023 is included at **Attachment 1**.

Potential advice for constituent

- The Queensland Government is committed to delivering an integrated, safe and efficient transport system that connects Queenslanders throughout the state.
- This includes road, rail, bus, cycling and marine infrastructure on freight, commuter and recreational networks.
- That is why the government is making a significant investment in expanding and improving public transport services across Queensland, including in response to continued population growth in South-East Queensland (SEQ).
- The 2023–24 Budget outlines the government’s delivery of a wide range of public transport projects for SEQ (some highlights are included at **Attachment 2** which could be incorporated into the response to the constituent).
- In addition to this strong focus on improving public transport services, continued investment in the road network is necessary to address population growth and improve safety and effectiveness.
- The proposal to establish the Gympie Road Bypass will include the interaction of the proposed tunnel with public and active transport needs and opportunities along the corridor.
- This will all be subject to detailed transport modelling, as well as technical and financial assessments, and, most importantly, community consultation.
- The investigation of this proposal is being undertaken by QIC and, if it stacks up, complements the works currently underway to reduce congestion and improve connectivity as part of the Northern Transitway from Kedron to Chermside.
- Members of the community are encouraged to participate in the consultation process and contribute their views to government’s consideration of an investment decision, which is expected in 2024.

Media Statement 11 June 2023

Plan revealed for new northside road tunnel

Treasurer and Minister for Trade and Investment

The Honourable Cameron Dick



- Queensland Investment Corporation to oversee \$35 million study on potential toll tunnel from Kedron to Carseldine
- Offers seamless link from Bruce Hwy to Legacy Way, Clem 7, M1 and Centenary Hwy
- At around 7km, only 2/3 the distance of proposed North-West Transport Corridor

The Palaszczuk Government will invest \$35 million in a detailed investment proposal towards building a congestion-busting road tunnel between Kedron and Carseldine in Brisbane's north.

The proposal will be led by a new entity, North Brisbane Infrastructure, which will be established through the Queensland Investment Corporation.

North Brisbane Infrastructure will undertake detailed transport modelling, technical assessments and financial analysis as part of this process.

The analysis will also consider the interaction of the proposed tunnel with public and active transport needs and opportunities along the corridor.

Quotes attributable to Treasurer and Minister for Trade and Investment Cameron Dick:

"This detailed investment proposal is a clear demonstration of how our Government is planning for Queensland's future growth.

"This is new solution proposed for a long-established challenge – easing congestion through Brisbane's north.

"As a world-leader in funds management, the Queensland Investment Corporation has nearly \$30 billion worth of infrastructure assets under management.

"It has the expertise to give us the clearest answer in the shortest time to decide whether a Gympie Road toll tunnel stacks up.

"Forecast population growth on the Sunshine Coast and in the Moreton Bay region will increase traffic into Brisbane, so now is the right time to do this work.

"Based on Brisbane's most recent road tunnel projects, from this point the tunnel could potentially be built within about eight years if it stacks up."

Quotes attributable to Minister for Transport and Main Roads Mark Bailey

"A Gympie Road Bypass solution would complement the works currently underway to bust congestion and improve connectivity as part of the Northern Transitway from Kedron to Chermside.

"The investment proposal will also consider active transport, which we know is an important option for the future.

"This kind of forward planning is a key part of the Palaszczuk Government's significant road and transport investment."

Quotes attributable to Member for Aspley Bart Meilish

"Locals tell me they don't want to see a new road constructed on the Trouts Road corridor, which would effectively cut our northside community in two, and I agree with them.

"This is the simplest, most effective and least disruptive solution to Gympie Road gridlock.

"I've been pushing for a fix to Gympie Road Gridlock for long time - and I'm thrilled that we've now got a real solution on the table."

Quotes attributable to Member for Pine Rivers Nikki Boyd

"More and more people are recognising Pine Rivers as a great area to raise a family, but the lack of an efficient corridor to the city and beyond can make the commute unsustainable.

"A new tunnel under Gympie Road would unblock across Brisbane's north."

Quotes attributable to Member for Stafford Jimmy Sullivan.

"Gympie Road is being forced to function as both a highway and a local road at the same time.

"It can't continue to do both.

"By taking through-traffic underground, Gympie Road could go back to its original purpose of connecting locals to local destinations."

Potential benefits to be examined as part of detailed investment proposal include:

- shorter commuter times

- better connections with the Bruce Highway to and from the Sunshine Coast
- better connections to the west of the city through Legacy Way and south through the Clem7 to the M1
- improving amenity and liveability for locals by removing through traffic from Gympie Road.

Given the significance of the project, any tunnel will need to be tolled, and this will be considered as part of the detailed investment proposal.

Community consultation to allow local residents, businesses and other key stakeholders to have their say will be undertaken later this year.

ENDS

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RTI RELEASE

Summary of SEQ Public Transport Funding Allocations

Budget 2023-24 Capital Statement

- \$829.2 million has been allocated to construct Cross River Rail, a new 10.2-kilometre rail line from Dutton Park to Bowen Hills, including 5.9 kilometres of twin tunnels under the Brisbane River and CBD, and four new underground stations, at a total estimated cost of \$7.848 billion.
- \$259.4 million towards Gold Coast Light Rail (Stage 3), Broadbeach South to Burleigh Heads, at a total estimated cost of \$1.219 billion (jointly funded with the Australian Government and City of Gold Coast).
- \$240 million towards Logan and Gold Coast Faster Rail, as part of a total commitment of \$2.598 billion (jointly funded with the Australian Government).
- \$200 million towards the Queensland Train Manufacturing Program, to build 65 new trains at a total estimated capital cost of \$4.869 billion.
- \$123.1 million towards ongoing accessibility modifications for New Generation Rollingstock to comply with disability standards.
- \$94.8 million towards New Gold Coast Train Stations (Pimpama, Hope Island and Merrimac), at a total estimated cost of \$500 million.
- \$64.8 million towards Beerburrum to Nambour Rail Upgrade (Stage 1), at a total estimated cost of \$550.8 million (jointly funded with the Australian Government).
- \$60 million towards Northern Transitway, bus priority works, at a total estimated cost of \$172 million.
- \$54.8 million towards New Generation Rollingstock, European Train Control System fitment, install new signalling, at a total estimated cost of \$374.1 million.
- \$38.9 million towards New Generation Rollingstock, Automatic Train Operation and Platform Screen Doors fitment, at a total estimated cost of \$275.7 million.
- \$151.3 million towards constructing Clapham Yard train stabling at Moorooka.
- \$121.1 million towards implementing the European Train Control System Level 2 in the Brisbane Inner City Network.
- \$90.6 million towards station accessibility upgrades including at Banyo, Bundamba, Burpengary, Lindum and Morningside.
- \$48.7 million towards signalling integration works to enable delivery of the European Train Control System.
- \$35 million towards the Roma Street surface station integration project.
- \$20 million towards constructing the Breakfast Creek Rail Bridge Replacement.
- \$198.8 million to invest in the south-east Queensland network including rollingstock, operational facilities, track infrastructure, civil structures and signalling.

Source: https://budget.qld.gov.au/files/Budget_2023-24_Capital_Statement.pdf