

**PRESENTATION TO  
HOUSE OF REPRESENTATIVES STANDING COMMITTEE  
ON TRANSPORT AND REGIONAL SERVICES**

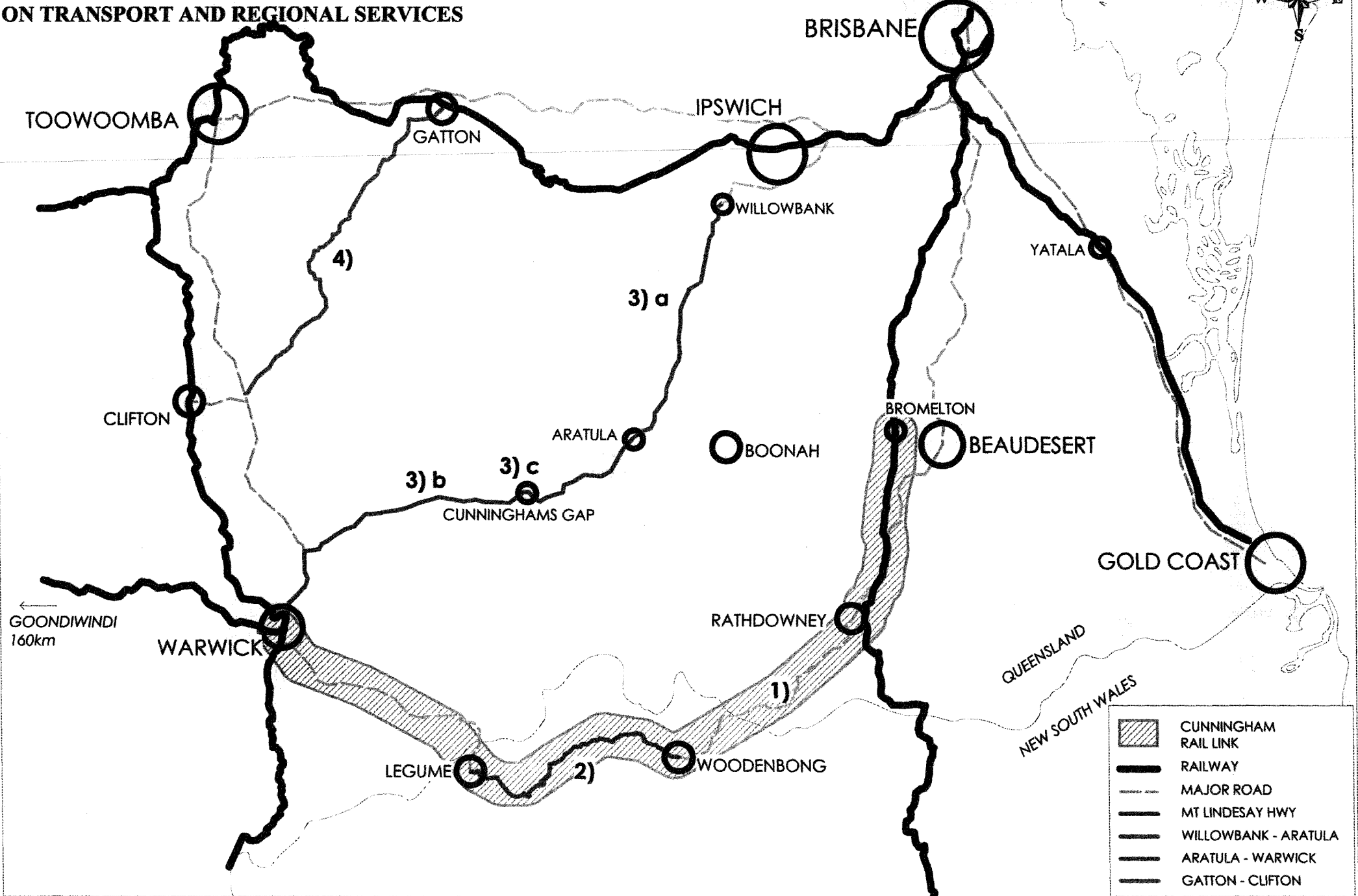
**Toowoomba Friday, 7 April 2006**

**Presented by Representatives of the Cunningham Rail Link Committee  
On behalf of Warwick, Boonah, Stanthorpe, Inglewood & Tenterfield Shire Councils**

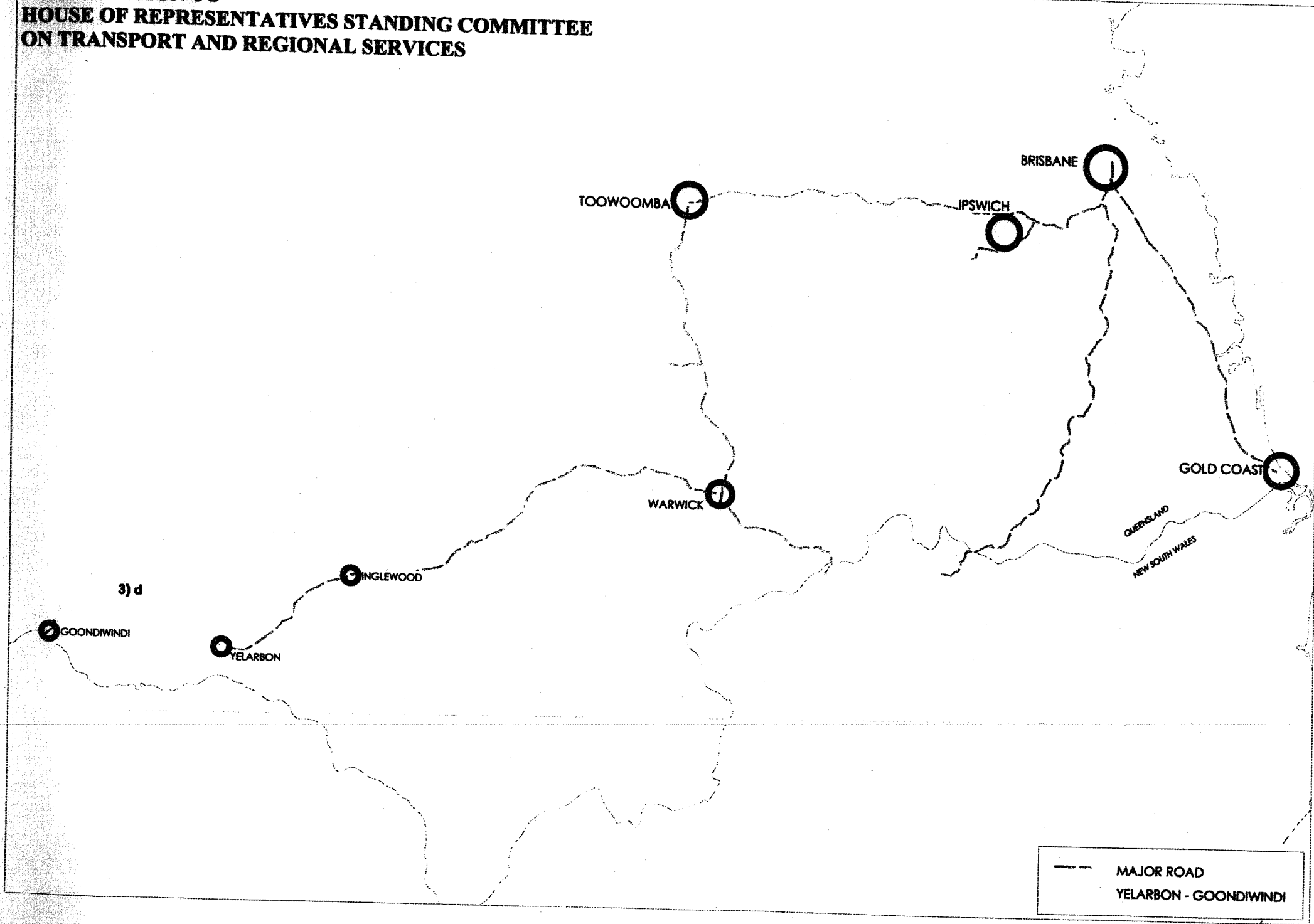
Issues to be raised at the hearing:

- 1) **Cunningham Rail Link** – This proposed Link, as identified in the 2001 Cunningham Rail Link Study proposed a dedicated freight link as a logical corridor for interstate freight to be delivered to the industrial areas of Brisbane and to the Port of Brisbane. The report identified a significant cost saving over any other alternate route and has the benefits that it does not significantly impact on densely populated areas.
- 2) **Mt Lindesay Highway** – Legume-Woodenbong - Identified in the Border Integrated Transport Plan of August 2005 and recognised as the main link between the Northern Rivers region in NSW and the Darling Downs and Granite Belt in Queensland and subsequently to Brisbane and Southern States. This section is in dire need of upgrading. The economic benefits to both the Northern Rivers and the Darling Downs areas in particular would be significant and would have the effect of relieving some of the pressures of traffic being funnelled through the Gold Coast and Brisbane.
- 3) **Cunningham Highway** – The Cunningham Highway is a main road link between Northern New South Wales, the Southern Downs and Brisbane:
  - a) Willowbank to Aratula – this section of roadway was identified as the 2<sup>nd</sup> most dangerous section of Highway in the nation in the AusRAP “How Safe Are Our Roads?” report of March 2005.
  - b) Aratula to Warwick – this section was identified as the 4<sup>th</sup> most dangerous section of highway in the nation in the same AusRAP report.
  - c) Cunningham’s Gap has been closed approximately 6 times in the past two years because of land slips or remedial works carried out by the Main Roads Department.
  - d) The Yelarbon-Goondiwindi section of the highway is a major thoroughfare for heavy transport and also is in need of a significant upgrade.
- 4) **Gatton-Clifton Road** (also referred to as the Heifer Creek Road or Ma Ma Creek Road) – This road is a link between the New England Highway near Clifton and the Warrego Highway at Gatton. It is quite often used as an alternative route when the Cunningham Highway is closed, but more importantly it is one of the more easily negotiated crossings of the Great Dividing Range and would require a relatively small amount of funds to upgrade it to a State highway standard. We believe that this investment in this road would be worthwhile in the future development of Southern Queensland.

**PRESENTATION TO  
HOUSE OF REPRESENTATIVES STANDING COMMITTEE  
ON TRANSPORT AND REGIONAL SERVICES**



**PRESENTATION TO  
HOUSE OF REPRESENTATIVES STANDING COMMITTEE  
ON TRANSPORT AND REGIONAL SERVICES**



3) d

MAJOR ROAD  
YELARBON - GOONDIWINDI