



Speech by

**Mr S. SANTORO**

**MEMBER FOR CLAYFIELD**

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Hansard 25 August 1998

### CITY/VALLEY BYPASS

**Mr SANTORO** (Clayfield—LP) (7.15 p.m.): Tonight I wish to briefly raise an issue that is of great concern to a significant section of my constituency, the issue of the City/Valley bypass. As the Premier stated this morning, this project is a Brisbane City Council-driven project and seeks to address the inadequacies in the existing inner-city road network which cause unnecessary heavy traffic movements through the city and the Valley and major residential and commercial developments in the inner city which, in turn, will create additional traffic demands and congestion in the inner north-eastern suburbs.

The major developments which have the potential to significantly increase traffic demands include the developments associated with the Gateway/ports strategy, the Airport Master Plan and possibly the super stadium and other related developments at Hamilton.

At the same time, it is anticipated that any bypass would remove the flow of traffic carrying dangerous goods through the Valley and the inner city, thus eliminating the potential for very major and nasty accidents as a result of the carriage of dangerous and toxic goods.

Everyone that I have talked to about this issue, including, and particularly, my constituents, believe that something has to be done to resolve the serious traffic issues I have just mentioned. However, my constituents cannot and will not forget for one single moment that, from their point of view, the inalienable truth of the bypass project is that it ends up in my electorate roughly at the mouth of Breakfast Creek and that the traffic from the bypass will then spill almost in its totality into Kingsford Smith Drive.

Mr Speaker, you need not be an Einstein to appreciate the consequences of this proposed project in my electorate, including a necessity to resume some residential and commercial

properties; the possible divergence of much of the extra traffic off the bypass network into the residential areas of Albion, Hamilton and Ascot; and the overloading and congestion of Kingsford Smith Drive, with the extra traffic and the consequent loss of residential amenity and the decrease in real estate values.

My constituents and I believe that the process of consultation and community involvement in relation to this project needs to be got right. There are many within the community that I represent, including members of the northern regional action groups, hardworking local councillor Graham Clay and individual residents who believe that the consultation process to date has not been 100% all that serious.

In fact, I remember being contacted by a significant number of greatly surprised residents several months ago, after the Brisbane City Council, without any warning whatsoever, announced its decision to proceed with the City/Valley bypass construction. It then asked local residents and other interested parties to comment on its proposals via consultants that it engaged, these being Connell Wagner.

The project is now at the stage where the preferred route has been determined and the draft impact assessment study report summarises benefits and impacts of the bypass proposal. The plan is now on display in various locations until 13 September. I listened very carefully to the Premier this morning who basically said that the project was a Brisbane City Council project and that, in the main, inquiries should be directed to the Brisbane City Council. The Premier also this morning skirted around the issue of funding and did not provide an answer in relation to what role his Government would play in terms of funding the proposal.

It needs to be put clearly on the record that the State Government has a very influential role to play in relation to this issue and project. It is a major infrastructure project and approval, it would seem to me, will be needed from the Department of Local Government and Planning for the final impact assessment study. Of course, the State Government also retains several other statutory approvals. There are, I have been advised, at least three Transport portfolio approvals required covering the impacts of the bypass on the State-controlled roads and public transport operations in railways. Of course, this project is going nowhere unless one or two funding options come into operation, these being that the Brisbane City Council introduces a toll to cover the cost of constructing the bypass or greatly increases the rates, or the State Government kicks in a considerable amount of the cost of the project, which is estimated to be up to \$200m.

It is a matter of historical record that the Goss Labor Government committed approximately \$35m to the Brisbane City Council proposed scheme when it was in Government; so, in the past, the Labor Party in this place has expressed support for the project, including financial support. I am tonight calling on the Transport Minister and the Government to ensure that the interests of long established residential and business communities in my electorate are well and truly taken care of during the consultation and eventually, if it comes to pass, the construction phase of this project. It will not be good from my point of view or that of local councillor Graham Clay or, indeed, the residents who are affected by this project to have the Premier and the Government pass any blame and responsibility straight back to the Brisbane City Council. As I have just indicated, the State Government can and will be very influential in terms of what occurs, including, if necessary, whatever work needs to be done in relation to Kingsford Smith Drive. The Government should rest assured that I will do my utmost to effectively protect the residential amenity and land-holding interests in my area as I have done in several other parts of my electorate that have been affected by Government decisions, particularly the decisions of Labor Governments which, in the past, have demonstrated themselves not to be as consultative as they often claim to be. I wish to thank councillor Graham Clay, local residents and the various action groups for the sterling job that they have so far done and undertaken in order to protect the interests of the local community.

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