



Speech by

MIKE REYNOLDS

MEMBER FOR TOWNSVILLE

Hansard 7 December 1999

TOWNSVILLE PORT ACCESS

Mr REYNOLDS (Townsville—ALP) (10.02 a.m.): In the past week I have come out strongly against the Perkins Street option proposed in the port access study. I have spoken to the Transport Minister and informed him that, after careful consideration, I have concluded that the Perkins Street option is unacceptable. In addition, I have written to residents in South Townsville and Railway Estate and advised them of my view. I have given this matter an enormous amount of thought and consulted widely with residents and Government officials. I have concluded that the Perkins Street option is unacceptable for a number of reasons, the principal one being that the development of Perkins Street as a road-rail option would severely dislocate and physically divide the suburb of South Townsville.

Transport to the port is currently divided: Perkins Street carries the rail and Boundary Street takes the road traffic. It is my view that to impose both transport modes on Perkins Street would be grossly unfair and socially destructive. The Perkins Street option, plus the proposed fly-over leading into Archer Street, would cause enormous difficulty for intersuburban movement. The visual aspect of the fly-over, combined with increased traffic noise, would detract greatly from the aesthetic improvements carried out through the \$17m Better Cities Program and ongoing council work. If the Government should decide that Boundary Street will continue to be the port access road, I will enter into ongoing discussions with Boundary Street residents to address ways of improving the amenity of residents.

As the local member, I recognise the problems that residents endure, especially the impact of truck-induced vibration, noise and dust. These are issues that affect the quality of life and health of residents. I give them my commitment to work closely with them and Government officials to minimise this impact. I also reiterate my strong support for an eastern corridor access, subject to an environmental impact study. It is a fact of life that the eastern corridor will take some traffic off suburban roads, but there will still need to be an alternative access road to the port, particularly for traffic from the north.
