



Speech by

**Hon. STEVE BREDHAUER**

**MEMBER FOR COOK**

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Hansard 24 March 1999

**MINISTERIAL STATEMENT**

**Karawatha Forest Park; Intelligent Traffic Signal System**

**Hon. S. D. BREDHAUER** (Cook—ALP) (Minister for Transport and Minister for Main Roads) (9.55 a.m.), by leave: The Southern Brisbane Bypass was a major road project initiated by the Goss Government to provide a four-lane extension of the Gateway Motorway south to the Logan Motorway and a duplication of the Logan Motorway west to the Ipswich Motorway. This \$179m project, some 28 kilometres in length, was opened to traffic in May 1997 and is contributing to the efficient movement of freight vehicles in the metropolitan area.

Both heavy vehicle operators and motorists are benefiting from this safe, less-congested access across the southern metropolitan area. However, the project has wider community benefits, particularly in the area of the environment. I am referring to the Karawatha Forest Park where the motorway route intersected with the western boundary of the forest. This is one of the remaining undeveloped parts of Brisbane's original green belt and the largest area of remnant bushland on Brisbane's south side.

One hundred hectares of additional property on the edge of the forest, which was originally earmarked for development, was purchased. In consultation with the member for Sunnybank, the Karawatha Forest Protection Society and the residents of Stretton, environmental management procedures were set in place. These involved minimisation of clearing, relocation of fauna, prevention of siltation and erosion, and rehabilitation of embankments and cuttings.

Particular care was taken at Scrubby Creek, where two rare species were protected through special measures with drainage structures. And now this Government is delivering. That 100 hectares of land will be gazetted as a reserve for environmental protection purposes and will be transferred to the Brisbane City Council as trustee. It is valued in excess of \$26m. This decision will result in a significant increase in the size of the Karawatha Forest Park area, and hence increase the benefits to the community and to future generations.

My colleague the member for Sunnybank has been active in promoting this important decision and his electorate can be proud of this important step, but the benefits will flow to the whole community. The member for Sunnybank championed the cause of the residents in Stretton to ensure that the road alignment resulted in minimum social impact, while maximising the benefits to the environment. He was responsible for ensuring the purchase of one block of more than 18 hectares in area to meet a commitment given by the then Premier, Wayne Goss. This is an example of how a significant road project can lead to associated sustainable environmental outcomes, and it is an example of the strong level of cooperation that exists between this Government and the Brisbane City Council.

But that cooperation extends to wider interests. Yesterday the Lord Mayor of Brisbane, Jim Soorley, and I signed a memorandum of understanding on intelligent traffic signal systems. Presently, the Brisbane City Council and Main Roads operate different traffic control systems. With my encouragement and that of the Lord Mayor, Main Roads officers and those of the Brisbane City Council have been working for several months to ensure a better level of cooperation between the two traffic management authorities in Brisbane. The memorandum of understanding sets out the framework under which the Brisbane City Council and Main Roads will cooperate to develop and adopt a single intelligent traffic signal system.

Main Roads is enhancing a dynamic traffic signal system that will provide the basis for a single intelligent traffic signal system, and the platform for application of other intelligent transport system modules. There are significant community and organisational benefits arising from cooperation, including the delivery of a modern, dynamic traffic signal system for Brisbane; better public transport through the provision of bus priority at traffic signals and real time passenger information at bus stops; increased capacity for road network management through sharing real time traffic information; Queensland companies can capitalise on opportunities to develop and export goods and services; reduced development costs through sharing, rather than duplication, of technology; and use of a modular, open architecture which will allow the development of additional modules including incident management, passenger information, hazardous goods tracking, enforcement and parking to support the goals of both parties.

The memorandum of understanding foreshadows the development of a Cooperative Road Management Centre. This centre will manage road traveller information between Main Roads, the Brisbane City Council, Queensland Transport and other stakeholders, including the Queensland Police Service, other emergency services and various bus operators including Brisbane Transport. It will also encompass traditional traffic management activities and will operate 24 hours a day, seven days a week. In this way it will augment other local centres located throughout south-east Queensland.

When it comes to transport integration and coordination—the two key words in traffic management—this Government, working cooperatively with the Brisbane City Council, is delivering.

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