



Speech by  
**Mr DENVER  
BEANLAND**

**MEMBER FOR INDOOROOPIILLY**

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Hansard 11 April 2000

**TRANSPORT LEGISLATION AMENDMENT BILL**

**Mr BEANLAND** (Indooroopilly—LP) (12.41 p.m.): I rise to speak to a few points on this legislation, which covers a range of issues. The first relates to noise emanating from use of the Brisbane River. We are yet to see the benefits that may flow from the new legislation as it deals with noise emanating from the river.

It is fair to say that at certain times of the day for those who live within the vicinity of some parts of the river, a great deal of noise comes from it, particularly with jet skis and some other uses. I raise this because some parts of the river much closer to the city do not have nearby residential accommodation. I raise with the Minister the prospect of encouraging greater uses of those sections of the river that will not disturb the residential character of the riverbank. Large stretches of the river in the vicinity of South Bank have little or no residential development nearby. Consequently, greater utilisation of the river could certainly occur in those areas without disturbing the peace of residents who live near the river.

There is a great deal of encouragement for more use of the river, but some problems flow from that increased use. However, if the river is used wisely, particularly those parts of the river that do not have residential buildings nearby, that increased usage will not necessarily lead to detrimental impacts.

It will be some time before the community witnesses the impact that the new noise legislation will have on noise emanating from the river and noise from other sources. The legislation is certainly a good step but people raise with me how effective it might be. Only time will tell. As we have found in past decades legislation, particularly in relation to the control of noise, is not always very effective. Although this does not fall into the Minister's portfolio, he will need to keep—

**Mr Bredhauer:** Not only have you got the wrong Bill, you have got the wrong portfolio.

**Mr BEANLAND:** It is not an area covered by this legislation, but this legislation deals with marine activities, so it certainly covers use of the river. One of the things that emanates from use of the river is noise.

Back in 1976 I led the push to have bikeways established in this city, so I wish to discuss issues that surround their use. I notice that the more bike paths that are established, the more complaints I get from people about cyclists going through red lights, riding down the middle of the road, causing other problems and a whole range of other issues that seem to flow from those things. I raise this because clearly there is a need for some education process for cyclists. We need to ensure that they ride their cycles safely and in an orderly way. Already a number of nasty accidents have occurred involving cyclists; some were with motorists and others with pedestrians. It is not always the case that the pedestrian ends up worse off after an accident with a cyclist; sometimes it is the cyclist. So some dangers flow from bike riding. I believe a greater educational effort is required for cyclists riding around the city, because I am sure that many cyclists are not fully aware of, and do not pay attention to, the risks and dangers associated with bike riding. Riding a bicycle down the middle of a road may not be safe if it occurs on a busy road system or there is a large queue of traffic on that road. That sort of action can lead to problems.

The number of bike paths around the city has greatly increased over recent years. As I said, their construction started in the late 1970s with the Coronation Drive bikeway. Unfortunately, the bikeways have led to an increased amount of graffiti, particularly on noise barriers adjacent to them. I ask the Minister to take more positive action to attend to this issue of graffiti. The laws are there; there needs to be action taken to clean up some of this graffiti. This vandalism is an eyesore that detracts from large sections of the city. That sort of graffiti vandalism is hardly an enticement to people to visit our city. We cannot continue to be proud of our city if we allow this to occur. Noise barriers around the city that are constructed to deflect freeway and bikeway noise from residential areas are in a large number of cases covered in graffiti.

More can be done about it. If he wished, the Minister has the ability to make use of the work for the dole scheme, which would mean that the Federal Government would end up paying for the cost of cleaning off the graffiti. That is just one of a number of ways in which this whole issue could be tackled. As I said, it detracts from the beauty of the city and therefore does not attract people to it. It is an eyesore and quick action needs to be taken to clean this graffiti from the great number of noise barriers around the city for which the Minister is responsible. If graffiti is not cleaned off these noise barriers, not only does it detract from the city as a whole; it can lead to the commission of other crimes. Once vandalism occurs in one area, that criminal act can lead to more criminal acts and, before we know it, we can have a significant crime problem in the area.

For some years we have had problems with noise barriers along the Western Freeway. Many houses were established in that area a long time ago, before the freeway was constructed. Those residents have lived there for some time and now find themselves confronted with a great deal of noise from the freeway. Although action has been taken to build some noise barriers, there is a need for more. In fact, the need is not for barriers that are two or three metres high, but four metres. In particular, I refer the Minister to Musgrave Street at Fig Tree Pocket. That issue has been ongoing for a period of time. Certainly some noise barriers have now been constructed there but their height of two or three metres is insufficient to stop noise affecting nearby residents.

The Western Freeway and a number of other major arterial roads that have noise barriers along them carry trucks and other heavy vehicles in the wee hours of the morning that create a great deal of noise at 3 and 4 o'clock in the morning. Its impact is quite severe, particularly because of the lack of background noise at that time of the day. So the impact in the early hours of the morning is quite severe. Clearly it is an impact on those who suffer the misfortune of having a nearby freeway upgraded; the further noise flowing from it greatly disturbs the peace of their neighbourhood.

Therefore, I ask the Minister for further efforts, particularly in relation to Musgrave Road and other parts of the Western Freeway. There is certainly a requirement there for even more noise barriers and noise barriers of a greater height than we have had previously. I ask the Minister to give some attention to that and to give careful consideration to doing something for those people who, through no fault of their own, have suddenly been affected by increased noise from the freeway.

In relation to railways, I know the Government has a long-term program for making railways more accessible for people with disabilities, but it needs to be brought forward so that the stations along all lines are addressed. The problem is being fixed at stations along some lines. However, the western line, which goes to Ipswich through my electorate, has missed out and no access has been provided for people with disabilities. These people cannot access stations at Indooroopilly, Corinda and other major stations along that rail line. No station along that line permits people with a disability to access the rail system. That serves as a big deterrent to use of the rail system by people with disabilities. I am sure the Minister is aware of that. There has been a great deal of correspondence from a range of people, including me, in relation to this matter.

It is fine to have a long-term program, but the program needs to be changed to ensure that stations right across the city receive upgrades so that everyone can benefit and we do not simply find stations along one line being upgraded to the detriment of others. In this day and age, there can be no excuse for positive action not being taken to upgrade these stations as part of a program. Those with physical impairments face a great problem in gaining access to public transport and in particular the rail system. These people should be able to access that system. Large numbers of people have physical impairments. They should be able to utilise Brisbane's public transport system as part of their daily lives. Greater attention needs to be paid to this issue.

I turn to the speed limits on suburban roads. A number of suburban roads still have a 60 km/h speed limit, and I would have expected these to be reduced to 50 km/h. One example is Meiers Road at Long Pocket at Indooroopilly, which leads to a dead end at the Indooroopilly Golf Club and Sir John Chandler Park; the road peters out at the river. There is no justification for the 60 km/h speed limit on that road. Clearly, it is a traffic corridor for those who live in the area and for those venturing out to the Indooroopilly Golf Course and to Sir John Chandler Park. It is a very intensive residential area. Although there has been correspondence from a number of people, including me, I note that we have not yet been successful in having the speed limit on that road reduced to 50 km/h. It is not similar to

Coronation Drive, which is taking traffic from a range of feeder roads into the city. This road does not take traffic from anywhere. As I said, it peters out at Sir John Chandler Park and the Indooroopilly Golf Club. It is purely a local traffic corridor. Therefore, the 60 km/h speed limit cannot be justified.

The same problem exists on Oxley Road. A range of schools border Oxley Road, as do shopping centres, and a number of children frequent those areas. Again, the speed limit on that road is 60 km/h. I have suggested to the Minister in correspondence that it ought to be reduced from 60 km/h to 50 km/h. I know there is a great deal of local support for this move, which would improve the safety of children crossing the road in that area. I ask that the Minister give further consideration to these matters, because they are pertinent.

I wish to conclude by asking the Minister again to look at the powerboat racing on the Yeronga reach of the river, which affects the residential area of St Lucia and also the University of Queensland. This is something against which I fought and changes are made from time to time. The number of powerboat races has decreased over the years because of my representations. However, I note that on occasions approval is given for powerboat races in the area. The noise that emanates from these boats is horrendous. It means that the people living in houses adjoining the river are forced to leave their house when the powerboat racing is taking place. Students at the university also must leave their residential colleges because of the noise generated by these powerboats. The Government needs to find a permanent home for the powerboat club away from the residential area, for example, somewhere further down the river away from residential areas in a place suitable for the powerboat club.

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