



Speech by

Hon. Paul Lucas

MEMBER FOR LYTTON

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MINISTERIAL STATEMENT

Warrego-Cunningham Highways Connection Road; Death of Ms J. Oliphant

Hon. P.T. LUCAS (Lytton—ALP) (Minister for Transport and Main Roads) (10.04 a.m.): Today I am pleased to announce another Beattie government initiative to address future transport needs in the growing Ipswich area. We have begun planning to reduce heavy traffic problems at Dinmore in Ipswich. Last week, my department started an 18-month study to build a new road connection between the Warrego and Cunningham highways at Dinmore. More than 7,500 local residents will receive newsletters in their mailboxes from today telling them about the project and how they can have their say. I pay tribute to the member for Bundamba, Jo-Ann Miller, who has been an important driver of this project.

Mr Johnson: She would make a good minister, too.

Mr LUCAS: She would make an excellent minister. Currently, there is no direct link between the Warrego and Cunningham highways and only limited connections where they join the Ipswich Motorway at Dinmore. This has resulted in heavy traffic, including B-double heavy trucks, using River Road and Aberdare Street. River Road—a two-lane road through a residential area—has the Dinmore primary school and Dinmore Railway Station on it. It also provides access to the AMH meatworks, a brickworks and Ipswich City Council depots. Industrial development in the Bremer Business Park, including a new aluminium casting plant, is also creating further heavy traffic.

Independent consultants Connell Wagner will complete the \$2 million planning study, which will be done in three stages, and the public will be consulted at each and every stage. I know that the honourable member is very keen to ensure that that happens and is very assiduous in making sure that that happens as well. Stage 1 has started with input being sought from residents, businesses, schools and other road users. It also will include traffic and environmental studies. Stage 2, starting early next year, will select a preferred route. Stage 3, beginning in mid-2005, is the environmental impact statement and will investigate the impact of the preferred route. I expect to receive a final report in early 2006.

This is further proof that the Beattie government is getting on with the job of providing for future transport and infrastructure needs in the region. Members will recall that during the last sitting I announced that a preferred route within the south-west transport corridor had been identified in the draft impact assessment study report, which is now out for comment.

This project is going ahead, with the Beattie government committing \$120 million to fund construction within the corridor between Springfield and Ripley. Preliminary design work is now being done on the Springfield-Ripley Road. The corridor will ultimately connect with the Cunningham Highway. That is the state doing its job when it comes to further relieving pressure on the Ipswich Motorway. Construction of some initial works will start early next year, including work on the interchange for Springfield town centre. Major construction on the road will start in early to mid-2006.

Both projects are part of a massive growth in road planning and construction in Queensland. The Beattie government is providing an extra \$1.06 billion for Queensland roads in the next five years.

Queensland spends 2.5 times per capita more on roads than Victoria spends and one-third more than NSW spends.

Mr Speaker, could I just also note that, tragically, last week former *Courier-Mail* journalist Jo Oliphant passed away. Jo and her husband, Joe Cranitch, who is a police officer in my electorate, were well known to me. It was a tragic passing; a sudden illness. Could I place on the record my sincere condolences to Joe Cranitch, who is a great guy, and his very young family and assure him of our continuing support in the future.