



Speech by

Hon. Paul Lucas

MEMBER FOR LYTTON

Hansard Tuesday, 17 April 2007

MINISTERIAL STATEMENT

Brisbane Urban Corridor Truck Restriction

Hon. PT LUCAS (Lytton—ALP) (Minister for Transport and Main Roads) (10.18 am): Residents in Mansfield, Mount Gravatt, Wishart and MacGregor will welcome the news that the state government is delivering on its election promise to reduce the number of big trucks using local streets. Last week Main Roads unveiled signs restricting trucks travelling through these suburbs as a short cut between the Ipswich and Gateway motorways.

The restriction applies to trucks over 4.5 tonnes travelling between Goodna and Wishart through Mt Gravatt-Capalaba, Kessels, Riaweena and Granard roads and part of the Ipswich Motorway that do not have a local destination or a permit to be there. Trucks that do not have a reason to be on these roads should not be there; it is that simple. During the state election last year we promised to take around 900 of those trucks a week off these roads.

The Logan Motorway and Gateway extension toll roads alternative to these local roads is a high-speed route that is flat and does not have traffic lights. I know some consternation has been expressed from truckies about the measures, but let me assure them of two things. Firstly, the situation applies only to trucks using these streets as a shortcut. Numerous studies have shown that the significant and overwhelming majority of trucks using the route have a legitimate reason to be there—that is, a local origin or destination point. But anything we can do to crack down on the small minority of truckies using these roads as a short cut is a big win for local residents. Secondly, it has been the intention of these measures that the main game, so to speak, would begin in July when camera monitoring technology is in place. During the first three months of the restriction of through-truck movements, the focus will not be on enforcement but on educating and encouraging industry to adjust to using the Logan Motorway. Indeed, it would be very time consuming for police to follow trucks the length of the corridor to issue fines. To give truckies the opportunity to understand the options before camera enforcement begins in July, the restriction is being communicated by print and radio, letterbox drops to the surrounding area, roadside signs and departmental web pages to a large range of industry bodies and the community. As I said, it was an election commitment. A 1800 phone number has also been established to fuel inquiries from the industry and the public.

The Department of Main Roads and Queensland Motorways have programs in place to monitor the noise on the Gateway extension and other roads to identify if noise attenuation works are necessary. Noise barriers are currently being designed and are scheduled for erection along the Riaweena Road section of the Brisbane urban corridor in the middle of this year. The introduction of this initiative has many benefits which include reducing the number of trucks that use this route by approximately 900 a week; decreasing truck noise, pollution and emissions; reducing congestion and delays to other motorists; and improving motorists' and residents' safety. It is a big win for local residents and I thank all of our local members who have been so strongly lobbying for this for so long.