




Speech By
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MEMBER FOR MANSFIELD

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PRIVATE MEMBERS' STATEMENTS

Brisbane Urban Corridor

 **Ms McMILLAN** (Mansfield—ALP) (2.29 pm): In the lead-up to the 2017 state election a large number of community members raised with me the issue of heavy transport on Kessels and Mount Gravatt Capalaba roads. Many of these conversations and letters were quite moving. People talked to about being unable to sit on outdoor patios due to the incessant roar of heavy vehicles. In fact, one writer even used the phrase 'we are prisoners in our own homes'. Constituents talked of windows shaking, items moving in cupboards and having to stay inside their homes during the long, hot summer to attempt to keep out the noise. One elderly woman who worked hard to gain the security of a home she could afford many years ago is now in her twilight years, and she implored me to take some action. Action was taken.

As a result of intense lobbying to the Department of Main Roads and the minister, I can proudly announce that the constituents who live in close proximity to the Brisbane Urban Corridor will soon notice a reduction in heavy vehicle traffic and a commensurate increase in their quality of life. On 28 September the Minister for Transport and Main Roads and I announced the commencement of a three-month trial followed by rigid enforcement from 1 January 2019 aimed at getting some of the heavy vehicles off the Brisbane Urban Corridor. The corridor is a major artery for the transport industry, linking the industrial and commercial areas of Archerfield and Acacia Ridge with the Gateway Motorway.

Unfortunately, some of the traffic that uses the corridor does not deliver locally. It has been encouraged for some time now to use the alternate route via the Logan Motorway and the Gateway Extension. This trial, followed by enforcement using state-of-the-art numberplate recognition software, will impose fines on drivers who are not engaged in local deliveries. Traffic signs are apparent and warning letters will be sent to owners and drivers during the trial, but from 1 January next year fines of \$130 and three demerit points will be imposed. Corporations will receive much greater fines.

It is true that without trucks Australia stops. We all recognise that road transport is what brings to each of us the things that we need; however, there can and should be a balance. As a government, we have a duty to ensure that people in our communities are not unduly affected by policy decisions particularly when, with a little more effort, a compromise that is acceptable to all can be reached.

I would like to thank the minister for his interest and efforts in bringing these regulations into effect. I also thank the hardworking officers of the transport and main roads department for their efforts in ensuring that these regulations are enforced. Finally, I would like to thank the long-suffering residents who live along the Brisbane Urban Corridor who put their faith in me to deliver for our community.