

Question on Notice

No. 293

Asked on Tuesday 11 March 2008

MR REEVES asked the Minister for Main Roads and Local Government (MR PITT) -

QUESTION:

With reference to the Brisbane Urban Corridor-

- (1) What impacts is the through truck ban having on this corridor?
- (2) What is the detailed timeline for residents to see completion of the Mains and Kessels Road intersection upgrade?

ANSWER:

I thank the Member for Mansfield for his question.

The 2002-03 Brisbane Urban Corridor Planning Study made 55 practical and community based recommendations. The Brisbane Urban Corridor (BUC) through-truck restriction and the Mains/Kessels Roads Intersection Upgrade Planning Study were among these initiatives.

The truck restriction placed by the State Government on the BUC applies to trucks over 4.5 tonne using the corridor for through-route trips when travelling between western areas, such as Ipswich, Toowoomba and Warwick to the Port of Brisbane or locations through the Gateway Motorway. If trucks have legitimate business along the BUC or in the vicinity of Mt Gravatt-Capalaba, Kessels, Riawena and Granard Roads (such as pick-ups, or deliveries, depots or other local business) they can continue to use the BUC, and the local road network connecting to it, at anytime.

Since the through-truck restriction began on 13 April 2007, a large number of trucks that were using the BUC as a through-route have now selected alternative routes. Main Roads' has assessed a decrease of approximately 400 trucks per day along the BUC. This assessment also indicated an increase in trucks at the Staplyton Toll Plaza on the Logan Motorway, which is the preferred route for these heavy vehicles.

Main Roads was also aware of the need to prevent rat-running through suburban streets. Since the introduction of the restriction, Main Roads has used temporary traffic counters along the Padstow and Boundary Roads link (a continuation of Boundary/McCullough/Padstow Roads) and on Evans Road to identify trucks that may use these local routes.

The data from the Padstow-Boundary Roads link was monitored and although there was an initial increase in truck volumes when the restriction was introduced, later surveys indicate overall volumes on this route have returned to pre-restriction levels.

However, I am advised that further traffic data is expected to be obtained in mid 2008, which will allow a better understanding of longer term success of this important initiative to divert traffic volumes from the BUC.

Truck drivers doing the wrong thing and continuing to use the BUC as a through-route and affect the amenity and liveability of residents along this corridor are fined \$75 and three licence demerit points. Trucking companies face heavy penalties of \$375 for each vehicle identified and a maximum court penalty of \$1500.

Regarding the details of the Mains/Kessels intersection upgrade, the federal government committed \$1.5m to the options analysis phase of the project, which is now complete. A copy of the Options Analysis Report was sent to the federal Department of Infrastructure, Transport, Regional Development and Local Government on 17 October 2007, for further consideration.

The Honourable Judy Spence MP, Member for Mt Gravatt and Mr Graham Perrett MP, federal Member for Moreton, announced the preferred option - 1B, a short Kessels Road underpass - on 25 February 2008.

The final phase of the community consultation period from 1 February to 13 March presented that preferred option to local stakeholders and the broader community.

Main Roads is currently seeking federal funding to start the next phase of the project, which is the Business Case phase and preliminary design, as soon as possible. Main Roads is progressing funding requests so that this project can be ready for construction when AusLink2 becomes available, in 2009-10 to 2014-15.

The Rudd Labor Government has committed up to \$300 million to the Mains/Kessels upgrade project.