

Question on Notice

No. 1260

Asked on Wednesday 16 September 2009

MR FINN ASKED THE MINISTER FOR MAIN ROADS (MR WALLACE)—

QUESTION:

Will the Minister inform the House of progress on the upgrade of the Mains and Kessels Roads intersection on the Brisbane Urban Corridor?

ANSWER:

I thank the Member for Yeerongpilly for the question.

The preferred option for the upgrade – a short Kessels Road underpass – was determined in close consultation with the community and announced by the Australian and Queensland Governments on 25 February 2008. It was selected as the preferred option after detailed technical studies and consultation determined it best addresses issues surrounding traffic operation, safety, amenity and constructability as well as community needs as identified from community feedback.

The preferred option was selected because of the following benefits it provides:

- significant reduction in intersection delays and overall delays on road network.
- maximised safety for all road users in and around the intersection, by reducing direct conflict with heavy vehicles and other intersection users.
- improved air quality and noise levels, as a majority of heavy vehicles will pass through the intersection without stopping.
- least impact of all options considered on residential properties in and around the intersection and offers best value for money.

The option also best suits planned public transport upgrades at the intersection, and importantly, involves less severe residential property resumptions than a Mains Road underpass option.

The Department of Transport and Main Roads engineers are looking at every possible means of minimising project impacts on Kessels Road businesses. Although the current design directly impacts a number of businesses, the department will ensure access is maintained for local businesses, before, during and following construction.

The number of businesses directly impacted has been reduced by 60%. There are up to 13 residential properties directly impacted (10 full and 3 partial resumptions). There are up to 12 commercial properties directly impacted (4 full and 8 partial resumptions) – of the 8 partial resumptions, up to 4 buildings are impacted.

The department is committed to working with local businesses and ensuring an understanding of their operations and the project team is meeting with all Kessels Road property and business owners. I am advised that the study team has a long history of consultation with all the stakeholders and met with the majority of potentially impacted property owners during the options assessment phase from late 2006 to early 2008.

Maintaining access for traffic and local business customers is critical and a close working relationship will enable the department to plan construction activities around business operations – minimising potential disruptions during the construction period.

The project team is currently working on the Business Case and Preliminary Design phase of the project and expects to forward a funding submission to the federal government in late 2009.