

Meeting Notes

Purpose of Meeting	Western Brisbane Transport Network Investigation Community Liaison Group (North)		
Project	Western Brisbane Transport Network Investigation	Project No	QI99706
Prepared By	Western Brisbane Transport Network Investigation Community Relations team.	Phone No	(Toll free) 1800 636 896
Place of Meeting	Kedron-Wavell Services Club	Date	7 November 2007
		Time	7:00 PM
Present	CLG members, Investigation team, Government representatives and facilitator.		

ACTION ITEM	Who?	When?
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1) Welcome and housekeeping

- New CLG and Investigation team members introduced themselves to the group.
- Discussion was held regarding the previously endorsed meeting notes methodology. A CLG member raised concerns that members' names should be included in the meeting notes. This matter was discussed and put to vote. Five CLG members did not want their names on the meeting notes and four CLG members did.
- The official CLG Charter was provided to all members
- Last meeting's notes - No items were raised for further discussion by group.

2) Investigation Update

- A question was raised regarding the Brisbane City Council's (BCC) investigation into an upgrade of Gap Creek Road and whether this investigation would be interfacing with that of Gap Creek Road

Response: BCC's Gap Creek Road upgrade and the Investigation are examples of two planning projects being delivered on different levels. This is not uncommon in planning. Gap Creek Road is a local road. The Investigation will not be looking specifically at the Gap Creek Road upgrade as it will not influence the strategic outcomes of the investigation.

The Investigation team will be working with BCC and sharing information (where relevant) in the same way that information from the Kenmore Bypass study feeds into our Investigation.

3) How do we go about transport network planning?

- A question was raised requesting clarification on what the term 'private car' meant.

Response: Transportation by private car means any non public transport e.g. car drivers, couriers etc.

A comment was made by a CLG member regarding the 120 shops being developed at Mango Hill. It was suggested that this development be included in the Investigation as it is likely to have impacts on Gympie Road within the next five years. Discussion followed about the important relationship between land use and transport.

- A request was made by a CLG member for clarification as to how social and environmental factors fit within the transport network model.

Response: Once the model has produced traffic predictions, these predictions are evaluated using many criteria/performance indicators of which social and environmental impacts are included. While social and environmental impacts are qualitative in nature, they are still as influential as numerical-type criteria such as economics and traffic volume.

A discussion ensued regarding how the transport model can be used to confidently make future predictions.

- A comment was made that if someone living in Caboolture wanted to travel to Ipswich, they would have to go through the city to get there. On the south side, however, people travelling from the Gold Coast to Ipswich can use the Logan Motorway. It appears as though priority has been given to people living in the south of Brisbane. We need something of a similar nature.

Response: The investigation is looking at demand for Caboolture to Ipswich type trips among other issues within the network.

- A question was raised as to whether we have a topographical map of the investigation area.

Response: Yes. Topography and geography, social and environmental constraints are important datasets taken into account during the modelling phase.

Inv. Team Next Meeting

- A question was raised regarding whether the node centres outlined in the South East Queensland Regional Plan will disperse existing trip end destinations.

Response: Within south east Queensland these nodes will have an impact on the Investigation and future trip demand. The Investigation will use local growth management strategies from each local government to assist in the prediction of future trip demand.

- A question was raised regarding the extent to which social and environmental impacts can be modelled.

Response: The model will tell you the amount of kilometres travelled by vehicles and the time taken to do it. Using that data the cost to the road user can be determined together with the impact on the environment through CO₂ emissions etc.

- A number of issues were raised regarding the overcrowding of the Strathpine train station car park, lack of suitable parking at Albany Creek and the overcrowding of buses at early stages of busway journeys. The question was then raised whether the study was considering the transport system in outer areas.

Response: The study is considering the transport network in the investigation area at a strategic level including issues in outer areas where appropriate.

4) **Date for next meeting**

- The next meeting will be held during February 2008
- Meeting closed 9.00pm.