

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 Engagement team	Phone No	(Toll free) 1800 636 896
Place of Meeting	Long Tan Room	Date	7 February 2008
	Kedron-Wavell Services Club Inc	Time	7:00 PM
Present	Facilitator: Callum Campbell CLG Members: Graham, Warner resident Annett, The Gap resident Bill, Yugar resident Susan, Burpengary resident Wendy, Stafford resident Margaret, Herston resident Tony, The Gap, The Gap Community Association Robert, Clayfield resident Lynne, Caboolture resident Geoff, Arana Hills resident Western Brisbane Transport Network Investigation: Norm Peter Jane Stephen Stephanie Wendy Queensland Transport: Paul		
Apologies	CLG Members: Tom, Toogoolawah, resident; Tom C, The Gap, resident; Rob, Caboolture, resident; Neil, Bunya, Bunya Residents Association;		

ACTION ITEM	Who?	When?
1) Welcome and housekeeping <ul style="list-style-type: none"> ■ Discussion was held regarding the inclusion of members' names in the meeting notes as well as comment attribution. It was agreed that members could choose to have comments attributed directly or to remain anonymous. <p>Response: Members were comfortable with how this matter had been resolved.</p>		

2) Investigation Update

- The investigation team provided an update on progress and outlined some of the communication activities planned for 2008.
- Lynne from Caboolture queried whether the investigation team has engaged the Regional Ministerial Community Forums?

Response: The investigation team advised that at this point it has not engaged the Regional Ministerial Community Forums and will take this suggestion into consideration.

3) Assessment Framework overview

- The investigation team provided an overview of the Assessment Framework.

4) Workshop

- The investigation team provided an overview of the purpose and rules of the workshop. CLG members indicated their understanding of the process. To achieve a balance between individual residents and community groups, CLG members were divided into two groups.
- As part of a brainstorming activity, the following issues were raised by members during the workshop:

Environmental

- What are the negative aspects? – resumption of land, land use, environment
- Can it **improve** the local environment?
- Protection of areas of significance. Managing use and access, cultural heritage
- Sustainability – role in whole of south east corner
- Preserved transport corridors – existing, new ones?
- More simple river / creek crossings and local linkages
- Pollution impacts of new infrastructure e.g. moving vehicles emit less emissions
- Looking at land use implications

Social

- Relieving traffic congestion
- Transport as a health care benefit / access to health services
- Affordable transport in rural, remote areas. Equity across demographics
- Level of community acceptance
- Public transport improvements (infrastructure / integration)
- Balance of social and economic benefit
- Social cohesion
- Personal and work needs – comfortable, easy
- Journey times
- Ability to move around community
- Availability and accessibility of public transport (PT) services
- Right decisions vs popular decisions
- Efficiency of freight movements - both within and around the city, safety, dangerous / hazardous goods risk
- Safety – public transport, road, access for people with disabilities
- Flexibility of transport network for different forms of transport
- Redundancy – various options
- Short-term vs long-term need / solution

- Increased flexibility in transport system
- Decentralisation of urban areas (CBD) , self containment
- Complete integrated cycle network – safe and secure, designated routes, provision of shower facilities and locks
- Buses with designated busways with park’n’ride facilities
- Reducing congestion and saving time, including reliability and frequency of services
- Focus on safety – better, wider roads, not used by local users, wide shoulders, emergencies, adherence to road hierarchy
- Social – reducing existing congestion, impact of land use on congestion
- Could be negative for those living along the new routes e.g. shops and businesses, parking
- Underground rail routes going radially – less noise
- PT system being more time efficient

Economic

- Employment (building the economy / job creation)
- New technologies – fuels, engines
- Lifecycle analysis (efficient use of resources for long-term benefit)
- Robustness
- Evaluation of new infrastructure in terms of financial viability and environmental impact
- Must have long-term focus
- Travel efficiency – fuel usage, time

Government policy/strategic fit

- Proposals must be within the context of SEQRP
- Fit with government policy / successive governments
- Long-term relevance (2026 and beyond)
- Must tie in with national infrastructure objectives - **act** rather than talk. E.g. linking Cairns to Melbourne via Brisbane valley. Co-ordination
- Reducing the number of cars by reducing the tax benefits (government policy)

5) **Assessment Framework review**

- The investigation team gave a presentation on the Assessment Framework. The groups were then shown a sample Assessment Framework and several CLG members’ questions were directed to this.
- A resident from The Gap asked how the Assessment Framework is scored?
Response: The investigation team advised that each of the five (5) objectives is broken down into effects. Each effect is scored individually based on its own measures. Some effects, such as number of vehicle crashes can be evaluated easily, however, other effects such as the impact on visual amenity has a more subjective evaluation. The investigation team also advised that rules are developed to guide this process as well as detailed descriptions as to what exactly each effect is.
- Discussion was then held between the two groups regarding their thoughts on the sample Assessment Framework. The following are the comments made during this discussion.
- Geoff from Arana Hills mentioned there needed to be improvements to both roads and public transport and that moving around the community is

fundamental. If residents can not do this, they will be unhappy and he felt that this is where Brisbane's heading.

Response: The investigation team advised that it is looking at the city's transport needs (active, public transport, freight and roads) during both on and off peak time periods. These aspects will be included in the Assessment Framework.

- Robert from Clayfield raised a point regarding the need to balance resource use (time, energy, money) with the community's desire to travel where and when people wanted.
- Lynne from Caboolture suggested that with an aging population, there will be a higher proportion of the population with disabilities. She shared her own experiences and difficulties with using public transport while confined to an electronic wheelchair. The public transport system needs to plan for this.

Response: The investigation team said that any proposed transport system/network needs to consider all the different user/access groups as they all have a right to good transport.

- Graham from Warner recalled that during a media interview, Premier Anna Bligh said that her biggest challenge during her first 100 days as Premier would be the flack she would get over the western bypass.

Response: The investigation team advised that at this point in time, there has been no decision on the need for a western bypass and the investigation team does not have a route for the western bypass.

6) **Date for next meeting**

- The next meeting will be a workshop involving both the south and north groups. It is scheduled for Saturday 5 April 2008.
- Meeting closed 9.30pm.