

Meeting Notes

Purpose of Meeting	Western Brisbane Transport Network Investigation Community Liaison Group (South)		
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	Mt Ommaney Hotel Apartments	Date	8 November 2007
		Time	7:00 PM
Present	CLG members, Investigation team, Government representatives and facilitator.		

ACTION ITEM	Who?	When?
-------------	------	-------

1) Welcome and housekeeping

- Discussion was held regarding the previously endorsed meeting notes methodology. The group was asked whether they were comfortable with members' names being included in the meeting notes.

Response: Members were comfortable with comments being attributed to members. It was agreed that if a member has a concern with what comments are being attributed to members, they are to raise this during the meeting notes review period.

The point was raised that having members' names in the meeting notes makes the role of being on the CLG easier, as community members can approach the CLG members when they have issues to raise or questions to be asked.

- A CLG member asked whether the investigation team could alert members of e-forum updates via email.

Response: This was noted by the investigation team.

Inv. Team 26/11/07

3) Investigation Update

- A CLG member asked whether the investigation team already knew what options were being considered and their respective timeframes.

Response: The investigation team has some options that could be considered. From now until April 2008 is the investigation team's chance to examine those options and get the technical analysis done correctly.

- A question was raised asking what the 'missing link' project referred to in the media is?

Response: Northern Link is a proposal by Brisbane City Council for a tunnel between the Western Freeway at Toowong and the Inner City Bypass at Kelvin Grove.

- The Terms of Reference state that the investigation will look at the need for a western bypass, not where it will go – is that correct?
- **Response:** This investigation is at a high level and only looks at the need for a bypass – not precisely where it should go. We are looking at whether it should go in one of two zones; west of Mt Coot-tha or in the Brisbane Valley. At the high level, we don't need a precise route to determine if there is a need. Subsequent studies will need to be conducted to find an acceptable route if it is required.

4) How do we go about transport network planning?

- A CLG member made the comment that one reason why public transport usage is eight (8) per cent is because public transport is at capacity and can not take any more passengers. A CLG member noted that politicians speak about how good our public transport is and how usage is increasing, but they do not mention how many people are being turned away.

- A CLG member requested clarification regarding the concept of mode share.

Response: For example, if 70 people used cars to get to work, and 70 used a bus/train to get to work each (cars and public transport) would have a 50% mode share. That might equate to one bus and 55 cars.

- A CLG member asked what other world cities were comparable with Brisbane when looking at the usage of public transport, walking and cycling

Response: Cities in Europe, the Americas, Asia and Australia that have grown during the car dominated age and are comparable in size and technological development to Brisbane. One specific example is Frankfurt in Germany.

- Discussion ensued regarding how during school holidays it seems as though congestion is less. It was confirmed that counts show a 10 per cent reduction in traffic volume during school holidays significantly reduces traffic congestion. It was also explained why the investigation is looking at walking and cycleways. Sometimes quite minor improvements can result in – small things can add up as to why people don't walk routes, i.e. safety and route disconnection.

A CLG member added school traffic (including school buses) need to be considered in this investigation.

- A CLG member posed a question regarding whether freight will be considered in this investigation, and if this includes rail freight, not just trucks.

Response: Freight is an important element within transport networks and is being considered in this investigation.

Additional insights into how traffic volume is counted were provided by another CLG member.

- It was raised that Queensland Transport have said that freight numbers will

double due to economic activity.

Response: Yes, it is estimated that there will be a doubling of freight volume compared with overall growth in transport rising to 30-40 per cent.

- A concern was raised that if toll roads are built, freight trucks will not use them.

Response: Freight is a major challenge for the investigation. Overall we've talked about 5 per cent of vehicles being heavier vehicles, but the impact of this 5 per cent is disproportionate. The other side of that is that we rely on freight for delivery of our goods.

- A CLG member shared some observations of how TransLink's 'Buz' services have been well received and patronized by the community due to its high service frequency. The train coming in from Ipswich is not that highly patronized and it is an under-utilised facility. Brisbane needs feeder buses coming into stations to support rail usage.

Response: Part of this investigation is to develop a network that has capacity to respond to this demand and demand trends.

Brisbane City Council and Queensland Transport are looking at the capacity of rail and bus systems within and near Brisbane's CBD.

- A CLG member raised a concern that cost comparisons between roads and other forms of transport, including rail, do not include the private and environmental costs of the cars that use the roads. When these costs are included, rail is much more cost effective form of transport.
- A CLG member noted that if we halved our reliance on cars it would translate to at least an additional \$5 billion per annum back into the south east Queensland economy.

A group discussion was then held regarding the impact of truck noise issues a CLG member and his local community were experiencing from Hale Street. The investigation team advised that noise would be a factor in the assessment process.

- A CLG member raised that oil prices will influence future car use and this factor needs to be inserted and tested into model.

Response: Rising fuel prices is one of the sensitivities being tested by the model.

- A CLG member asked how long it takes to re-run the model, after the model's setting have been changed.

Response: After the model's settings have been changed, it takes a few days to generate new findings.

Further discussion was held regarding how the model works and the project's findings.

- A CLG member noted that since the last CLG meeting the Queensland Government's McNamara Report had been released, acknowledging the imminence of peak oil and its broad socio-economic impacts. The member would like to see demographic shifts and other socio-economic factors highlighted in this report considered in the Western Brisbane Transport Network Investigation model.

Response: The team is forecasting 20 years ahead, looking at what our future

network could look like and potential future corridors. Twenty years is relatively short, so the team is testing beyond that. The Investigation is interconnected with local government management strategies and other department's policy development.

- A CLG member made the comment that it appears as though the project is looking at the symptoms of the problem rather than the causes. The issue of road congestion occurs in earnest for four (4) hours per day (peak times). The member noted that the CLG needs to make radical decisions that will have an impact, such as changing work start times.

Response: Looking at the existing transport conditions e.g. peak hour, is one matter, but all transport needs to be examined during all periods of the day (for example, movement of goods throughout the day). This makes sure the transport system supports the state's economy.

- A discussion was held regarding the fact that to make real impacts, social behavioural changes need to happen. It was observed that this outcome can sometimes be difficult.

A CLG member commented that an increase in fuel prices to \$3 or \$4 per litre would trigger social changes.

A CLG member also raised higher city parking charges would be an effective deterrent in keeping cars from the city. The member emphasised the need to think outside the square in terms of getting cars off the roads, directing traffic and reducing emissions.

- The topic of active transport was then raised by a CLG member. The member provided an overview of the existing conditions and raised that uptake of public transport would increase if they could actively get to it (e.g. walk/cycle). The member also raised some limitations that exist in the active transport facilities of western Brisbane and that lack of connectivity reduces choices.
- A CLG member discussed the impact of peak oil on the future of private transport. He stated that the key finding of the 2005 Hirsch Report, commissioned by the US government was that 'crash programs' to reduce oil dependence would need to be implemented 20 years before the peak in world oil production, whereas the peak is now at best only several years away and no such programs have yet been implemented in Queensland.
- A CLG member suggested that climate change was the biggest issue facing society today, and that society lacked leadership from our politicians and that we need to look at this as the key socio-environmental challenge in our modelling.
- A CLG member raised that equity issues were of high importance, and that the needs of regionally located people also need to be considered as part of the investigation. For example, in regards to petrol prices, the further out people live, the less public transport options are available and the more they are forced to drive and spend money on petrol.
- A CLG member agreed that with population growth in south east Queensland coupled with the fact that people are having to live further from the Central Business District, this issue will be compounded.
- A CLG member posed a question regarding what strategies were in place to encourage uptake of active transport.

Response: Improvement of local facilities/services is handled at the local

government level via local government planning legislation.

Local councils and the State Government are working together to identify priority routes within the investigation area and progress them. Any new transport links that are planned, now have to consider and accommodate all road users (i.e. walk/cycle).

- A CLG member added that observations indicate that there is an unwritten policy of not encouraging cyclists onto roads. Pedestrians need to be top priority during planning. For example, not having pedestrians wait for the green walk signal at traffic lights. There needs to be a change in society's demands/priorities. Also there needs to be an increased focus on service provision to the elderly and disabled.

5) E-forum presentation

- It was suggested that email notifications concerning updates on the forum would be useful.

Response: The study team will see how this can be done and report back to the group.

Inv.
Team 26/11/07

- A question was posed regarding whether the public can view the e-forum on a read-only basis. This was seconded by another CLG member who added that this would make it easier for CLG members to explain the project to their networks.

Response: The investigation team will review this suggestion. For now, the State Government's *Get Involved* website is a good public consultation tool. The public consultation process and various activities scheduled for 2008, which will give the broader community several opportunities to become involved in this investigation, were outlined.

Inv.
Team 26/11/07

6) Date for next meeting

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