



Hon. Paul Lucas MP



Queensland
Government

Minister for
Transport and Main Roads

Our ref: MC25512

Your ref: 721-06

LAI D UPON THE TABLE OF THE HOUSE
THE CLERK OF THE PARLIAMENT

18 DEC 2006

Mr Neil Laurie
The Clerk of Parliament
Parliament House
George Street
Brisbane Qld 4000

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20/12/06



Dear Mr Laurie

Re: Parliamentary petition No. 721-06 – Boggo Road Busway

I refer to a petition lodged with the Legislative Assembly by the Honourable Anna Bligh MP, Member for South Brisbane on 12 October 2006 about the Boggo Road Busway.

The Boggo Road Busway is an integral part of the *South East Queensland Infrastructure Plan and Program* (SEQIPP) to effectively cater for the travel requirements of residents and visitors to the region. The implementation of busways throughout South East Queensland will also contribute to improved regional air quality by reducing the dependence on private vehicles. Each bus using the busway is equivalent to removing 40 private vehicles from the road.

As you may be aware, Queensland Transport (QT) has commenced construction work on a section of the busway, from the Princess Alexandra Hospital to the new busway underpass beneath the Queensland Rail (QR) lines.

There has been significant community interest in the proposed busway alignment through the Boggo Road Urban Village Development. In response to community feedback, QT has undertaken further investigations into alternate alignments for the section from the new busway underpass beneath QR lines to the Boggo Road Gaol. This assessment includes design and engineering feasibility, cost, environmental and community impacts.

85 George Street Brisbane
GPO Box 2644 Brisbane
Queensland 4001 Australia
Telephone +61 7 3237 1111
Facsimile +61 7 3224 4242
Email transport@ministerial.qld.gov.au

A variety of alignment options were investigated and considered by QT prior to the commencement of public consultation in August 2005. Since then, QT along with the Department of State Development, Education Queensland and the Department of Public Works have been working together to review and assess a number of alignment options including those submitted by community members with the view to determining a preferred alignment.

QT has also undertaken several investigations in response to community concerns and to determine any changed impacts from the Green Bridge Impact Assessment Study. These studies have included air, noise and vibration, safety, cultural heritage and environmental studies. All studies have indicated that any impacts as a result of the busway are able to be mitigated within the preferred alignment. The results of these studies are included in the Review of Environmental Factors document which is available on the project website <http://www.translink.com.au/boggoroad>.

I wish to advise that after careful consideration of the alternate alignments and review of the various studies, QT has selected Option 2 as the preferred alignment. A copy of the preferred option is attached for your information. In determining the preferred alignment, QT considered the impact of the busway construction and operation on the community, integration with the broader community and the Boggo Road Urban Village, construction and operational costs, and benefits for public transport.

It is important to note that selection of this option delivers a number of benefits to the community. In particular, the Park Road Busway Station has been shifted 12 metres further away from Dutton Park State School and the proposed portal to Annerley Road has been eliminated following representations from the school community. The project will also be delivered in one stage from the Princess Alexandra Hospital to the Eleanor Schonell Bridge to minimise the disruption to the community. As a result the full busway will be delivered three years earlier than originally anticipated.

Heggies Australia completed a noise and vibration study for the Busway. The report indicates there will be no "medical impacts" associated with noise or vibration during construction or operation of the busway. The report indicated no noise impacts from the tunnel sections of the operating busway would be experienced. It is expected the busway noise level will meet the guidelines for noise both inside and outside Dutton Park State School during busway operations. The predicted level of vibration from the construction and operation of the busway would not create a level that would cause human discomfort.

Queensland Police Services' (QPS) Crime Prevention Unit conducted a formal safety audit for the entire busway project. This safety assessment considered potential safety impacts from both the busway and the Boggo Road Urban Village Development. The audit indicated the busway would assist in providing a safer environment around the Dutton Park State School by reactivating the areas adjacent to the school.

In addition to these studies, QT has undertaken specific studies in relation to the air quality and potential health changes.

Heggies Australia completed an air quality investigation, including predictive modelling of bus emissions of the busway. Results from the Heggies Australia air quality report indicated the busway will have a negligible impact on air quality in the local area. The report also indicates that all emissions will be significantly lower than Brisbane City Council (BCC) guidelines for sensitive areas and the National Environment Protection Measure guidelines.

Dr Tim O'Meara, previously from the Woolcock Institute of Medical Research, reviewed the Heggies Australia report to assess any health implications from the busway. Dr O'Meara has previously undertaken a similar health assessment for the BCC North-South Bypass Tunnel. Dr O'Meara found that the emission levels from the busway would not have a significantly detrimental effect on the health of the general community or the Dutton Park State School community.

Queensland University of Technology (QUT) is completing a more detailed investigation of air quality, specifically at the Dutton Park State School. These investigations will be reviewed by Professor Michael Moore (an expert in the health effects of exposure of biological systems and human populations to environmental contaminants), to determine if there are any potential health impacts. This work will be used to determine whether there is a need to cover the busway station and if so, to what extent.

The preferred alignment provides the optimal public transport solution by placing the busway and rail stations adjacent to each other. This has been achieved by choosing an alignment that connects to the Park Road Rail Station. The Park Road Rail Station is also the intersection of the Gold Coast and Cleveland Rail lines. By constructing the busway station at this location, bus and rail passengers will be able to interchange between services easily and conveniently, with minimal distance to walk between adjacent bus and rail platforms. Other alignments did not provide the same opportunity to integrate bus and rail services.

The preferred alignment also includes the removal of the busway portal to Annerley Road near the Boggo Road Gaol. The decision to remove the portal was taken in response to safety concerns raised by the Dutton Park State School community. These safety concerns were related to school children crossing the new intersection of Boggo Road and Annerley Road. By removing the portal, the intersection is narrower and removes turning buses from the intersection.

The preferred alignment also integrates the usage of the Boggo Urban Village pedestrian "spine" with the Park Road Busway Station and Rail Station. This will allow people to easily access the Urban Village and public transport facilities. The alignment also minimises the impact on the developable areas within the Boggo Road Urban Village.

QT will continue to work with the Department of State Development, Education Queensland and the Department of Public Works to finalise the design and construction, including construction mitigation strategies for the busway. QT will continue to keep the community informed of progress.

QT will continue to consult with the community on the connection between the busway and the Green Bridge Link Road in 2007. It is expected that the busway will be completed by mid 2009.

I trust this information is of assistance.

Yours sincerely

PAUL LUCAS MP
Minister for Transport and Main Roads

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