

The Western Brisbane Bypass Action Group (WBBAG) presents the following comments and changes as its position in relation to the Queensland Government's Western Brisbane Transport Network Investigation Draft Terms of Reference.

CURRENT TERMS OF REFERENCE (TOR)

- 1) It is strategic in guiding transport network development for the next 20 and more years,
- 2) It looks at travel demand and how that demand should be met,
- 3) It is integrated across all modes, investigating public transport, roads and regional walking and cycling infrastructure,
- 4) It looks at the role existing preserved transport corridors might play in the future network,
- 5) It investigates the strategic merits of Brisbane City Council's TransApex Northern Link proposal,
- 6) It investigates the need for a western bypass of Brisbane and if needed its timing,
- 7) No route for a western bypass has been chosen and there is currently no recommendation to build one,
- 8) It will examine the consequences of all options pursued or not pursued on the existing road and public transport network in south east Queensland,
- 9) It specifically investigates a far western bypass option (Brisbane Valley) and a bypass option to the west of Mt Coot-tha,
- 10) If a need for a bypass is established, a further study to determine its location and timing would be required. This further study would involve an analysis of environmental, social and engineering issues along with extensive community consultation to determine if an acceptable alignment can be found, and
- 11) The need for this further study will occur after the state government has considered the findings of this investigation in 2008.

COMMENTS RELATING TO EXISTING TERMS OF REFERENCE

Items 1 to 5

These Items are in keeping with the views of the Western Brisbane Bypass Action Group (WBBAG).

The WBBAG feels that any portion of the WBTNI infringing on urban areas should be primarily focused on efficient and effective public transport and minimising the impact on communities and residents.

The WBBAG also feels that more emphasis needs to be given in the terms of reference to the implications of climate change, and the need to reduce greenhouse gas emissions.

The WBBAG would also like to draw attention to the absence of any mention of the Ipswich Motorway and its proposed upgrade options. With mentions of various routes and proposals such as the Brisbane City Council's TransApex Northern Link proposal, the WBBAG feels that any solution in this area will be interwoven with the Ipswich Motorway and should disclose this relationship in full.

Items 6 & 7

By definition, if Item 6 is a "term of reference" then there is no need for Item 7. The WBBAG feels that Item 7 has been added merely to reduce community concern over the WBTNI as it serves no other purpose and should be removed.

Item 8

The WBBAG would like the options and the analysis and presentation of their merit to be provided to the community in a transparent and timely manner.

The ideal scenario would make all information available to public immediately following government review.

If the government wishes to engage the community and encourage their input then they need to give the community access to the same information available to the government and in the similar time frames so that suitable decisions can be formed.

Item 9

The Draft Terms of Reference has explicitly stated that "No route for a western bypass has been chosen and there is currently no recommendation to build one."

If this is the case then it is contradictory to specify the study of specific routes as a separate Item. To do so would significantly bias the direction of the investigations. Such restrictions when combined with other requirements of the WBTNI may effectively reduce the options to only one effective solution, thus negating any community feedback or involvement.

The WBBAG would like to see Item 9 either removed as it stands since it specifies two approximate routes when the need for a western Brisbane bypass has not yet been decided.

The WBBAG is also **strongly opposed to any bypass option to the west of Mt Coot-tha**. Communities to the west of Mt-Coot-tha have grown significantly over the past 20 years since the initial proposal for an inner western bypass (eg: Route 20). These communities are now well established and any bypass through these areas would be detrimental to thousands of Brisbane residents, significantly affecting their way of life. Not only would communities be destroyed by such a bypass, there would also be irreversible negative impacts on Brisbane's local flora and fauna. Koala habitats and wildlife havens would be torn apart by the destruction of forested areas. The WBBAG position is that, if the need for a bypass is established, it should only investigate an outer western bypass option aligned approximately with the Brisbane Valley highway.

Item 10

WBBAG would like to reiterate that these processes should be transparent and all information presented to government for review should be made available to the general public immediately following government review.

Item 11

Item 11 presents two differing interpretations of the time frame:

- a) No route will be decided until sometime in 2008, or
- b) Unless there are grounds for further investigation, as decided by the Queensland Government, then the route and implementation will have already been decided by sometime in 2008.

WBBAG would like the time frames and milestones for the WBTNI to be more specific as to what is decided at each stage, for example:

date1 - date2	Determine if a Western Brisbane Bypass is needed.
date 3	Announce if a Western Brisbane Bypass is needed. If a bypass is not needed, then announce the results of the investigation and the alternatives to a bypass. If a bypass is needed, then announce further study commencement date and make available draft Terms of Reference.
date 4 – date 5	Route investigations including all modes such as public transport, roads and regional walking and cycling infrastructure.
date 6	Possible routes announced.
date 7 – date 8	Community consultation and feedback.
date 9 – date 10	Review of community feedback.
date 11	Announce short listed or preferred routes.
date 12 – date 13	Final Community consultation and feedback
date 14	Announce finalised routes.

PROPOSED TERMS OF REFERENCE

Based on the comments presented above, the WBBAG would like the WBTNI to consider the following modified Terms of Reference as we believe they are far more acceptable to the wider community.

- It is strategic in guiding transport network development for the next 20 and more years,
- It looks at travel demand and how that demand should be met,
- It is integrated across all modes, investigating public transport, roads and regional walking and cycling infrastructure,
- It considers the implications of climate change, and the need to reduce greenhouse gas emissions,
- It looks at the role existing preserved transport corridors and proposed and existing road infrastructure, such as the Western Freeway and Ipswich Motorway upgrade options, and what part they will play in the future network,
- It investigates the strategic merits of Brisbane City Council's TransApex Northern Link proposal,
- It includes extensive community consultation throughout the entire study.
- It investigates the need for a western bypass of Brisbane with the outcome presented to the general public prior to the commencement of any additional studies into a western bypass.
- It will examine the consequences of all options pursued or not pursued on the existing road and public transport network in south east Queensland.

If the need for a bypass is established, then a further study into a western bypass of Brisbane should include the following Terms of Reference:

- Determine the location and timing of a Western Brisbane bypass,
- Involve an analysis of environmental, social and engineering issues along with extensive community consultation to determine if an acceptable alignment can be found.

Any proposed route must show particular sensitivity to forested areas and native wildlife. The evaluation criteria will substantially favour routes that do not encroach on existing environmental reserves, areas of wildlife significance or areas of substantial heritage or community value.

Any proposed route must ensure that any local community affects are positive. All bypass options presented should provide an improved service to directly affected communities (ie., if a bypass traverses a community it must provide service to that community). Under no circumstances should a proposed bypass contribute negatively to existing local issues (ie., feeding traffic into areas already experiencing congestion).

- Specifically investigate an outer western bypass option aligned approximately with the Brisbane Valley highway.

OTHER COMMENTS

The following paragraph from The Draft Project Overview strongly implies that the need for a Western Bypass has already been determined. The WBBAG agrees that “to do nothing is not an option” but the best solution may involve transport solutions not necessarily the building of additional roads as this statement implies.

“The future of western Brisbane is important not only to those living there but to all SEQ residents. The Gateway Motorway is currently undergoing a \$1.9 billion upgrade, fully funded by the Queensland Government. This project will ease congestion on this vital road; however, the Gateway Motorway has a finite capacity. Roads such as the Ipswich Motorway, Centenary Highway, Logan Motorway, Brisbane City Council's proposed Northern Link and the state government's Airport Link all feed into the Gateway Motorway. We need to investigate other options to move people around the south east corner. To do nothing is not an option.”

Thank you for your time and consideration. Would it be possible to request a time frame for public review of the improved Draft Terms of Reference following community feedback?

Regards
WBBAG