



Hon. Paul Lucas MP



**Queensland
Government**

Our ref: MC9270

Your ref: 378-04

**Minister for
Transport and Main Roads**

8 FEB 2005

Mr Neil Laurie
The Clerk of the Parliament
Parliament House
Cnr Alice and George Streets
Brisbane Qld 4000

Dear Mr Laurie *Neil*

Re: Petition No. 378-04 – Traffic on McIlwraith and Davidson Streets, Townsville

I refer to a petition lodged by the Honourable Mike Reynolds MP, Minister for Child Safety on 5 October 2004, in Parliament in relation to traffic on McIlwraith and Davidson Streets, Townsville. The principal petitioner was Mr Stephen Hutchings.

McIlwraith and Davidson Streets are Local Council gazetted streets and the Townsville Port Authority (TPA) has no jurisdictional control of traffic in these areas. For heavy vehicle traffic accessing the port, the TPA requests transport companies to instruct drivers to utilise an access route via Boundary Street and Benwell Road.

Operational advice from the TPA indicates that trucks use McIlwraith and Davidson Streets predominantly to access non-port related transport facilities and storage depots located in the South Townsville precinct.

The TPA and the Townsville City Council (TCC) recognise that heavy vehicle use of McIlwraith and Davidson Streets will continue in the foreseeable future and that a long term solution for traffic management is required at a local traffic planning level.

The TCC has jurisdiction to control traffic movements in McIlwraith and Davidson Streets and could use traffic management devices such as signage, traffic medians and road bumps to manage heavy traffic. In the absence of these types of traffic management devices, it is anticipated that the McIlwraith and Davidson Streets route will continue to be utilised by heavy vehicles.

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The proposed Port Access Road (PAR) is currently in the planning and development stages and the Department of Main Roads is proceeding with the concept planning utilising \$8m of allocated "Smart State" funding. This funding will assist in developing a business case for the project, seeking environmental approvals and securing land for the road and rail corridor. Public consultation is an integral part of this process and is scheduled to commence in the second half of 2005.

On the 26 August 2004 the State Government forwarded a funding submission to the Commonwealth Department of Transport and Regional Services for Stages One and Two of the PAR. This submission requested \$57.6 million dollars as 50% funding contribution towards the full project from the Flinders Highway to the Townsville Port (Stages One and Two) at a total cost of \$115.2 million dollars. To date the Commonwealth Government has given no indication of its support and no acknowledgement in the Auslink information papers or infrastructure proposals.

A section of the PAR will form part of the Flinders Highway and is therefore part of the National Road network under Auslink. The balance of the PAR will form a long term multi-modal link to the Port of Townsville and should be recognised in future Auslink programs in the same way as the current program recognises links to the Port of Brisbane and Port of Gladstone.

The proposed PAR, together with the re-development of the Ross Creek area, will assist in addressing the long term traffic management solutions for the port of Townsville. However the construction of this corridor may not significantly impact on the heavy traffic patterns along McIlwraith and Davidson Streets as outlined in the petition and the petitioners are advised to request Local Government assistance in this regard.

I hope this information is of benefit to the petitioners. An electronic version of this response will also be forwarded to your office.

Yours sincerely

PAUL LUCAS MP
Minister for Transport and Main Roads