



Hon Rachel Nolan MP
Member for Ipswich



**Queensland
Government**

Minister for Transport

Our ref: MC53737

Your ref: Petitions

20 DEC 2010

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

Dear Mr Laurie

Neil

I refer to a petition number 1579-10 lodged with the Legislative Assembly by Mrs Julie Attwood MP, Member for Mount Ommaney on 23 November 2010, about traffic conditions on the Centenary Motorway.

With regard to transport upgrades in western Brisbane in general and the Centenary Motorway in particular, the department is undertaking an extensive suite of planning and construction activities to help alleviate transport issues along this busy corridor. At this stage, there are no plans to widen the Centenary Motorway, although other planning initiatives are being undertaken to improve the performance of the corridor.

The 4.5 kilometres of two new lanes of high-speed road opened to traffic on the Centenary Motorway in October 2010, which signalled the end of the road component of construction of stage one of the \$800 million Darra to Springfield Transport Corridor project. The project also includes the building of the passenger railway line from Darra to a new station at Richlands and shared paths and facilities for pedestrians and cyclists. Community consultation on the new timetables for the Ipswich and Caboolture lines is taking place, with the aim to implement the timetable in the first half of 2011.

As you may know, Brisbane City Council recently announced its preferred construction contractor for the Northern Link, which proposes a four-lane tunnel connecting the Centenary Motorway at Mt Coot-tha to the Inner City Bypass. The Department of Transport and Main Roads will continue working closely with council to determine how to best connect the Centenary Motorway to Northern Link, as well as ensuring it aligns as closely as possible with council's timeline for this project.

The department is investing in the planning and development of key cycling infrastructure in south east Queensland to assist Queenslanders to reduce emissions, and is undertaking travel behaviour change programs that focus on providing information to the community about sustainable transport options, aimed to encourage Queenslanders to change the way they travel and to be less reliant on single occupancy motor vehicle trips.

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The Queensland Government recently released the draft *Connecting SEQ 2031: An Integrated Regional Transport Plan for South East Queensland* (Connecting SEQ 2031) for public comment. This document is the Queensland Government's blueprint for meeting the transport challenge in south east Queensland over the next 21 years. Its purpose is to provide a coherent vision to guide government decision making and provide the community with an insight and say into how our transport system can look and work in the future. More information is available on the website at <http://www.connectingseq.qld.gov.au/>.

Connecting SEQ 2031 includes mode share targets to change the way the region moves during the next 20 years by:

- doubling the share of active transport trips (such as walking and cycling) from 10% to 20% of all trips.
- doubling the share of public transport from 7% to 14% of all trips.
- reducing the share of trips taken in private motor vehicles from 83% to 66%.

In the western suburbs of Brisbane, the draft Connecting SEQ 2031 supports a range of public transport, active transport and road initiatives, to address the transport challenges of the western corridor. This includes:

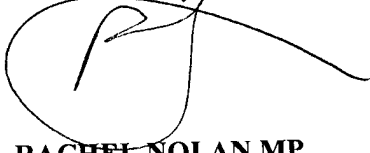
- completion of the Springfield rail line and simplification of rail services along the existing Ipswich rail line. The Darra to Springfield railway line is an investment towards reducing congestion on the Centenary Motorway.
- further investigations of a bus priority corridor from Kenmore to the Brisbane central business district to facilitate more frequent and reliable bus services, enhanced land use opportunities, improved bus to rail connections at Indooroopilly and better active transport connections.
- the opening in September 2010 of 1.5 kilometres of new lanes as part of the \$1.95 billion Ipswich Motorway upgrade between Dinmore and Goodna.

Transport is the fourth largest source of Queensland's greenhouse gas emissions, accounting for more than 12% of Queensland's total emissions in 2008. The Queensland Government is focussed on making the transport system in this state sustainable so that future generations can continue to enjoy a high standard of living. In relation to climate change, I am dedicated to minimising Queensland's transport greenhouse gas emissions and my department is committed to achieving this through a number of targeted initiatives contained in *ClimateQ: toward a greener Queensland*, released in August 2009.

These initiatives and many more being undertaken by the Department of Transport and Main Roads build on the Queensland Government's commitment in *TowardQ2: Tomorrow's Queensland* to target a reduction in Queenslanders' carbon footprint by 1/3 through reduced car and electricity use by 2020. These initiatives also contribute to the management of congestion on Queensland's roads.

I trust this information is of assistance.

Yours sincerely



RACHEL NOLAN MP
Acting Minister for Main Roads