The independent panel is analysing and preparing a report which will be available soon.

The trial allows trucks with three or more axles and dual tyres to pass through the Stapylton Road and Meadowlands Road overpass of the Ipswich Motorway and Ipswich Rd Newnham Rd interchange and $320 million to widen the Logan Motorway.

The Australian and Queensland Governments have committed funds for a number of projects addressing key issues.

Safety improvements to bus stops along the Brisbane Urban Corridor. The Australian and Queensland Governments have committed funds for a number of projects addressing key issues.

Traffic-related issues on residents and businesses along the corridor. In 2002 Main Roads appointed a team of engineers, public consultation specialists and urban and social planners to carry out a study of the corridor and traffic patterns. Over 15 months, the team consulted widely with industry, and investigated a range of issues.

A report was produced detailing the findings of the study and requesting funding commitments to commence a number of projects.

In late 2003, a report was produced detailing the findings of the study and requesting funding commitments to commence a number of projects.

The Government’s AusLink National Land Transport Network Transport Network.

The trial is underway to use the Logan Motorway instead of the Brisbane Urban Corridor.

The Queensland Government, Main Roads is using state-of-the-art automatic number plate recognition technology to collect information on heavy vehicle traffic along the Brisbane Urban Corridor. The technology uses infra-red cameras to automatically capture vehicle data including time, date, vehicle type, and number plates in real time.

This newsletter updates you on: Several projects have already been completed. More will start in 2006 and in future years a number of works is becoming available.

We welcome your feedback or questions about any of the projects mentioned in this newsletter. Please contact the Brisbane Urban Corridor team on:

<table>
<thead>
<tr>
<th>Phone</th>
<th>Freecall 1800 227 804 (between 9am and 5pm weekdays)</th>
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<td>Email</td>
<td><a href="mailto:info@busproject.com.au">info@busproject.com.au</a></td>
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| Mail  | Brisbane Urban Corridor  
Clayfield Qld 4011 |

Brisbane Urban Corridor Study (Gateway Motorway to Ipswich Motorway Link)
Projects underway

Upgrading planning study at Archerfield/ Rocklea

- Randolph Street off-ramp
- Granard Road and Balmain Road intersection

Cost - $500,000

A study has been conducted to investigate options for upgrading the key Granard Road intersections at Bailey Road and Beatty Road. These intersections service many industries and businesses. They also link to the major highway system and adjacent businesses. This study will undertake further investigations into the proposed Archerfield/ Rocklea off-ramps at Randolph Street. Closure of the off-ramp will also be recommended in the planning study for the Ipswich Motorway, primarily on safety grounds.

Why do we need this study?

- Increased traffic growth and increasing conflict between through and turning traffic on both Granard Road and Bailey Road.
- On-street parking and access standards need to be reviewed.

In response to consultation with local businesses and residents, trucking organisations and others to gather traffic information, options for the new intersections and the Bailey Road off-ramp are developed.

Mid 2006

- The model for the new intersections and Bailey Road off-ramp will be presented to the community for feedback.

Early to mid 2007

- Options for these intersections are refined using community feedback, and a preferred option selected.

Study timeline

- Final report will be produced in early 2007. Construction is planned to start in late 2006 and should be completed by early 2008.

Get involved!

- Give us your valuable input (refer to contact details on back page).

Upgrading planning study at MacGregor

Mains Road and Kessels Road intersection

Cost - $1.5 million

A key recommendation of the Brisbane Urban Corridor Planning Study was an investigation into providing grade separation (such as an underpass or overpass) at the Mains Road and Kessels Road intersection. The study team has undertaken additional work and has recommended that a study be undertaken to provide a solution for both intersections, consisting of an underpass at the Mains Road and Kessels Road intersection.

These investigations will also be carried out on the Mains Road and Kessels Road intersection.

Get involved!

- Give us your valuable input (refer to contact details on back page).

Upgrading planning study at Archerfield

Bailey Road to Beatty Road, Archerfield

Cost - $9 million

A key recommendation of the Brisbane Urban Corridor Planning Study was to provide an alternative alignment of the Bailey Road to Beatty Road connection. The Bailey Road and Beatty Roads have been identified as the most congested. At the end of the study, a preferred option for the highway should be identified. If required, an interim solution, consistent with the preferred option, will also be developed to improve the intersection in the short-term.

Why do we need this study?

- Traffic growth - each day, Bailey Road and Kessels Road carry more than 48,000 vehicles and 6,000 trucks.

The Bailey Road and Kessels Road intersection operates poorly during both morning and evening peak periods.

- Traffic signals at the new intersection will not be constructed as part of Bailey Road.

Get involved!

- Give us your valuable input (refer to contact details on back page).

Study timeline

- Study will begin early 2007 and should be completed by mid-year. Construction could start after and be finished by the end of 2008.

Why do we need this study?

- Each day, Mains Road and Kessels Road carry more than 48,000 vehicles and 5,000 trucks.

The Mains Road and Kessels Road intersection operates poorly during both morning and evening peak periods.

- Traffic signals at the new intersection will not be constructed as part of Kessels Road.

Get involved!

- Give us your valuable input (refer to contact details on back page).

Study timeline

- Initial planning study at MacGregor, Mains Road and Kessels Road intersection

The study will investigate:

- Establish the future direction of the Brisbane Urban Corridor.

The study team has undertaken additional work and has identified the need for an investigation into the Bailey Road to Beatty Road connection. The Bailey Road and Beatty Roads have been identified as the most congested. At the end of the study, a preferred option for the highway should be identified. If required, an interim solution, consistent with the preferred option, will also be developed to improve the intersection in the short-term.

Why do we need this study?

- Traffic growth - each day, Bailey Road and Kessels Road carry more than 48,000 vehicles and 6,000 trucks.

The Bailey Road and Kessels Road intersection operates poorly during both morning and evening peak periods.

- Traffic signals at the new intersection will not be constructed as part of Bailey Road.

Get involved!

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Study timeline

- Study will begin early 2007 and should be completed by mid-year. Construction could start after and be finished by the end of 2008.

Why do we need this study?

- Each day, Mains Road and Kessels Road carry more than 48,000 vehicles and 5,000 trucks.

The Mains Road and Kessels Road intersection operates poorly during both morning and evening peak periods.

- Traffic signals at the new intersection will not be constructed as part of Kessels Road.

Get involved!

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Study timeline

- Initial planning study at MacGregor, Mains Road and Kessels Road intersection

The study will investigate:

- Establish the future direction of the Brisbane Urban Corridor.

The study team has undertaken additional work and has identified the need for an investigation into the Bailey Road to Beatty Road connection. The Bailey Road and Beatty Roads have been identified as the most congested. At the end of the study, a preferred option for the highway should be identified. If required, an interim solution, consistent with the preferred option, will also be developed to improve the intersection in the short-term.
Projects underway
Upgrade planning study at Archerfield/ Rocklea

- Randolph Street off-ramp
- Granard Road and Balham Road intersection
- Randale Road off-ramp
- Boundary Road

Cost - $15 million

A study has been to investigate options for upgrading the key Granard Road intersections at Randale Road and Beatty Road. These intersections service many industries and businesses. They also link to the Ipswich Motorway and east along the Brisbane Urban Corridor.

In response to consultation with local businesses, residents, trucking organisations and other stakeholders, this study will undertake further investigations into the proposed options for upgrading the Randale Road off-ramp at Randolph Street. Closure of the off-ramp was originally recommended in the planning study for the Ipswich Motorway, primarily for safety grounds.

Why do we need this study?
- Predicted growth in traffic and increasing conflict between through and turning traffic on both Granard Road and Randale Road
- Following a study done at Rocklea, closures at Randale Road could have adverse effects on road safety as improvements are put in place.

Businesses and local government have also expressed concerns about traffic on local streets, particularly at the intersection with Randolph Street. The issue is the main road running through the area that services the Rocklea industrial area.

Study timeline
- Randale Road - late 2005
- Randale Road - mid 2006
- Randolph Street off-ramp - late 2006

Linking Balham Road to Beatty Road, Salisbury

- Cost - $9 million
- Main Roads has started consulting with residents and businesses about providing noise barriers on the northern side of Riawena Road, between the railway line and Grout Street. The study team will assess traffic congestion at the Balham Road intersection.

Traffic growth
- Each day, Mains Road and Kessels Road carry more than 48,000 vehicles and 6,000 trucks. The intersection also operates poorly during both morning and evening peak periods.

These are several reasons for this congestion. Kessels Road is part of the Pacific National freight line, connecting the Ipswich and Gateway Rail corridors and providing the principal freight connection between the industrial areas of Acacia Ridge, Rocklea and Rochedale and the Port of Brisbane. Mains Road is a major route connecting to the Rochedale CBD via the Pacific Motorway. This road also provides access to businesses and the adjacent Queensland Sports and Athletic Centre.

Community feedback - Community feedback received during the Brisbane Urban Corridor Planning Study was shown to the City, the Queensland Government and for approval to move to the next phase of the project.

Study timeline
- Mid 2006

- Options for the intersections are developed and displayed for public review.
- Early 2007

Community feedback is received and the community can provide comments on the designs of the new intersections. Main Roads invited feedback from residents about providing noise barriers.

Study timeline
- Late 2006

Community feedback is received and the community can provide comments on the designs of the new intersections. Main Roads invited feedback from residents about providing noise barriers.

Noise barriers on Riawena Road, Salisbury

- Cost - $1.5 million
- Upgrade planning study at Rocklea

Main Roads has started consulting with local residents and businesses about providing noise barriers on the northern side of Riawena Road, between the railway line and Grout Street. The study team will assess traffic congestion at the Balham Road intersection.

Traffic growth
- Each day, Mains Road and Kessels Road carry more than 48,000 vehicles and 6,000 trucks. The intersection also operates poorly during both morning and evening peak periods.

These are several reasons for this congestion. Kessels Road is part of the Pacific National freight line, connecting the Ipswich and Gateway Rail corridors and providing the principal freight connection between the industrial areas of Acacia Ridge, Rocklea and Rochedale and the Port of Brisbane. Mains Road is a major route connecting to the Rochedale CBD via the Pacific Motorway. This road also provides access to businesses and the adjacent Queensland Sports and Athletic Centre.

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Study timeline
- Late 2006

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Upgrade planning study at Kessels Road and Mains Road intersection

- Cost - $1.2 million
- Main Roads has started consulting with local residents and businesses about providing noise barriers on the northern side of Riawena Road, between the railway line and Grout Street. The study team will assess traffic congestion at the Balham Road intersection.

Traffic growth
- Each day, Mains Road and Kessels Road carry more than 48,000 vehicles and 6,000 trucks. The intersection also operates poorly during both morning and evening peak periods.

These are several reasons for this congestion. Kessels Road is part of the Pacific National freight line, connecting the Ipswich and Gateway Rail corridors and providing the principal freight connection between the industrial areas of Acacia Ridge, Rocklea and Rochedale and the Port of Brisbane. Mains Road is a major route connecting to the Rochedale CBD via the Pacific Motorway. This road also provides access to businesses and the adjacent Queensland Sports and Athletic Centre.

Community feedback - Community feedback received during the Brisbane Urban Corridor Planning Study was shown to the City, the Queensland Government and for approval to move to the next phase of the project.

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Why do we need this study?  
Public feedback, traffic growth and increasing conflict between through and turning traffic on both Granard Road and Beatty Road, combined with the need to address safety issues on both roads at the Beatty Road intersection near the future of the Randolph Street off-ramp. These issues service many industries and businesses. They also link to the Ipswich Motorway and west along the Brisbane Urban Corridor.

In response to consultation with local businesses, residents, trucking organisations and other stakeholders, this study will undertake further investigations into the proposed upgrade of the Ipswich Motorway off-ramp at Randolph Street. Closure of the off-ramp was included as part of the original decision to close the Granard Road and Beatty Road intersection.

The study will consult with road business, property owners, residents, businesses and other stakeholders. These investigations would involve land use, traffic and engineering studies. Based on the information, options for the two intersections and the Randolph Street off-ramp are developed and presented to the community.

Why do we need this study?  
Traffic growth - Each day, Mains Road and Kessels Road carry more than 46,000 vehicles and 6,000 trucks. The intersection also operates poorly during both morning and evening peak periods. There are several reasons for this congestion. Kessels Road is part of the A148 National Land Transport Network, connecting the Ipswich and Gateway Motorways and providing the main north-south transport route through the Brisbane urban area. Mains Road is one of the main north-south links between the Ipswich and Redbank Plains area, and the Port of Brisbane. Mains Road is a major route connecting to the Brisbane CBD via the Pacific Motorway. These roads also provide access to local businesses, and the adjacent Queensland Sports and Athletic Centre.

Community feedback - Community feedback is essential throughout the Brisbane Urban Corridor Planning Study. The needs of all stakeholders will be considered, including local property owners, residents, businesses, pedestrians, and road users including motorists, cyclists and freight vehicles. At the end of the study, a preferred option for how the intersection should be upgraded will be chosen. If required, an interim solution, consistent with the preferred option, will also be developed to improve the intersection in the short-term.

Study timeline  
Late 2006 - These investigations will also build on the Ipswich Motorway corridor - the Brisbane Urban Corridor Planning Study. The needs of all stakeholders will be considered, including local property owners, residents, businesses, pedestrians, and road users including motorists, cyclists and freight vehicles.

Get involved!  
Get involved!  
Give your valuable input (refer to contact details on back page).

Projects underway  
Upgrade planning study at Archerfield/Rocklea

- Randolph Street off-ramp
- Granite Road and Balham Road intersection
- Balham Road and Beatty Road

Cost - $500,000  
A study has begun to investigate options for upgrading the key Granard Road intersections at Balham Road and Beatty Road. These intersections service many industries and businesses. They also link to the Ipswich Motorway and west along the Brisbane Urban Corridor.

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Late 2006 - These investigations will also build on the Ipswich Motorway corridor - the Brisbane Urban Corridor Planning Study. The needs of all stakeholders will be considered, including local property owners, residents, businesses, pedestrians, and road users including motorists, cyclists and freight vehicles.

Get involved!  
Get involved!  
Give your valuable input (refer to contact details on back page).

Dual strategy  
Kessels Road, Great Street to Logan Road, Upper Mt Gravatt

Cost - $5 million  
The Brisbane Urban Corridor Planning Study recommended two strategies to deal with the busy Garden City section of Kessels Road. The first strategy involves identifying short-term, relatively easy to provide improvements for the section between Great Street and Logan Road. Status on this strategy has now begun with the collection of additional traffic data scheduled for completion early 2007. The second strategy ranks as developing a long-term solution. This strategy involves identifying potential land uses and amenity requirements, and would include the heart for this area of Upper Mt Gravatt. The development of a strategic plan should be finalised early to mid 2007. Any changes to Great Street to Garden City section of the corridor would require involvement from Brisbane City Council, the local community and local businesses.

Cost - $500,000  
A study has begun to investigate options for upgrading the key Granard Road intersections at Balham Road and Beatty Road. These intersections service many industries and businesses. They also link to the Ipswich Motorway and west along the Brisbane Urban Corridor.

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Community feedback - Community feedback is essential throughout the Brisbane Urban Corridor Planning Study. The needs of all stakeholders will be considered, including local property owners, residents, businesses, pedestrians, and road users including motorists, cyclists and freight vehicles. At the end of the study, a preferred option for how the intersection should be upgraded will be chosen. If required, an interim solution, consistent with the preferred option, will also be developed to improve the intersection in the short-term.

Study timeline  
Late 2006 - These investigations will also build on the Ipswich Motorway corridor - the Brisbane Urban Corridor Planning Study. The needs of all stakeholders will be considered, including local property owners, residents, businesses, pedestrians, and road users including motorists, cyclists and freight vehicles.

Get involved!  
Get involved!  
Give your valuable input (refer to contact details on back page).

Upgrade planning study at Macgregor

Cost - $355,000  
A key recommendation of the Brisbane Urban Corridor Planning Study was an investigation into providing grade separation (such as an underpass or overpass) at the Mains Road and Kessels Road intersection. The Brisbane Urban Corridor Planning Study raised concerns about providing noise barriers on the north-sou -
The independent panel is analysing residents who live next to the corridor.

Involves measuring road traffic noise and preparing a report which will be completed mid-year.

In investigations into providing a questionnaire in the northern side of Kessels Road from Old Kessels Road to Troughton Street, will commence early 2006 and will incorporate the possibility of noise barriers and the Old Kessels Road and Kessels Road intersection.

The technology uses state-of-the-art automatic number plate recognition technology to collect information about the travels of trucks using the Brisbane Urban Corridor. This technology uses infra-red cameras to capture data about the trucks, including their times, traffic volumes and types of trucks.

Last year, Main Roads committed funds for a number of projects along the Brisbane Urban Corridor.

Projects underway (cont...)

Night-time toll trial

An initial 12-month trial of the removal of tolls for trucks on the Logan Motorway and the Gateway extension ended on 28 February 2006, but will be extended until the end of the year to fully test its effectiveness in reducing traffic noise along the Brisbane Urban Corridor. The Australtian Government is meeting the cost of the extended trial.

The trial allows trucks with three or more axles and dual tyres to pass through the Slapton Road and Sunday toll plazas without paying a toll.

Before the trial began, Main Roads formed a panel of independent experts to develop a scientific method of assessing the trial’s effectiveness. This involved measuring road traffic noise and truck volumes, and surveying residents who live near the corridor.

The independent panel is analysing the data collected as until February and preparing a report which will be available soon.

History of the Brisbane Urban Corridor Planning Study

Several roads on Brisbane’s southern corridor, including Logan Road, Kessels Road and Mt Gravatt Capables Road, form the Brisbane Urban Corridor, part of the Australian Government’s National Land Transport Network.

This trial road corridor into the Gateway Motorway and the Ipswich Motorway, carrying up to 150,000 vehicles a day through largely residential areas.

Aware of the growing impact of traffic-related issues on residents and businesses along the corridor, in 2002 Main Roads appointed a team of engineers, public consultation specialists and urban and social planners to carry out a study of the corridor and traffic patterns.

Over 15 months, the team consulted widely with the community and transport industry, and investigated a range of issues.

In late 2003, a report was produced detailing the findings of the study and providing recommendations to address a number of traffic-related issues.

All levels of government are involved in implementing these recommendations, which aim to reduce truck traffic, improve safety and quality of life for residents and reduce congestion at major intersections along the corridor.

Several projects have already been completed. More will start in 2006 and in future years a funding being becomes available.

Brisbane Urban Corridor Study

The Brisbane Urban Corridor study is involved extensive consultation with the community and transport industry and concluded in late 2003 with recommendations to address a number of traffic-related issues.

All levels of government are involved in implementing these recommendations, which aim to reduce truck traffic, improve safety and quality of life for residents and reduce congestion at major intersections along the corridor.

Several projects have already been completed. More will start in 2006 and in future years a funding being becomes available.

We welcome your feedback or questions about any of the projects mentioned in this newsletter. Please contact the Brisbane Urban Corridor team on:

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Reply Paid 3199
Clayfield QD 4011
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Complete projects

Higher load limits for the Logan Motorway and the Gateway Motorway

Upgrade traffic signals along the Ipswich Road at the Ham Road and Shrewsbury Road intersections, funded by the Australian Government

Safety improvements near Auckland Street

Fixed new pedestrian refuge at Mt Gravatt-Capables Road, funded by the Australian Government

New signs to improve resident access and safety

at the Moonee Road and Darra Road intersections of Mt Gravatt-Capables Road.

A new pedestrian fence east of Ipswich Road.

Landscaping at Bulimba Creek, Darra.

Brisbane Urban Corridor Update (Gateway Motorway to Ipswich Motorway Link)

Update

This newsletter updates you on:

- projects completed this year
- projects underway or due to start this year.

The newsletter updates you on:

- progress in implementing the findings from the study
- projects completed along the corridor
- programs starting in 2006, including detailed planning for some of Auslink major infrastructure and construction of the Balloon Road to Beaty Road connection.

The Australian and Queensland Governments have committed funds for a number of projects addressing key recommendations from the Brisbane Urban Corridor Planning Study.

Several are underway or due to start this year.

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- projects underway or due to start this year.
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- programs starting in 2006, including detailed planning for some of Auslink major infrastructure and construction of the Balloon Road to Beaty Road connection.
The Brisbane Urban Corridor Study

The Brisbane Urban Corridor study involved extensive consultation with the community and transport industry and concluded in late 2003 with recommendations to address a number of traffic-related issues.

The Australian and Queensland Governments have committed funds for a number of projects addressing key recommendations from the Brisbane Urban Corridor Planning Study. Several are underway or due to start this year.

This newsletter updates you on:
- Projects starting in 2006, including detailed planning for upgrades in some major intersections and construction of the Bulimba Creek to Beatty Road connection.
- Projects completed along the corridor.
- Projects starting in 2006, including detailed planning for upgrades in some major intersections and construction of the Bulimba Creek to Beatty Road connection.

Completed projects

- Higher load limits for the Logan Motorway and the Gateway Motorway.
- Upgraded traffic signals along the Logan River Road at the Ham Road and St John’s Road intersections, funded by the Australian Government.
- Safety improvements near Anchorage Street.
- Extra capacity for traveling on the Bayside Expressway
- A pedestrian fence east of Auckland Street.
- A new pedestrian crossing on the Major Road and Workforce Road between the Australian Government's offices and the Macgregor Shopping Centre.
- Safety and pedestrian crossings at the intersection of Wishart Road and St Kilda Road.
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