

Gateway Upgrade Project



Consultation & Communication Report

***Gateway Upgrade Project
Consultation and Communication
Report***

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1. Introduction

In late 2003, a Main Roads project team was established in association with Treasury and the Department of State Development and Innovation (DSDI), to progress planning of the Gateway Upgrade Project (GUP). This stage of planning followed a Planning Study undertaken between 2001 and 2003 which identified a need for improvements to the Gateway Motorway between Mt Gravatt-Capalaba and Nudgee Roads, including a duplicate Gateway Bridge. The purpose of this next planning phase was to develop a detailed business case and Environmental Impact Statement (EIS) which will form the basis of a government submission for project approval later in 2004.

The development of the EIS provided continued opportunities for stakeholder and community involvement in the project and in particular in refining the project proposal, identifying existing environmental features and potential impacts and mitigation measures. Stakeholders involved in the earlier Planning Study were re-engaged as part of this planning stage and new feedback processes established.

This report, prepared by the GUP office, outlines the consultation and communication strategy employed, target stakeholders, activities and implementation program and a summary of feedback received to date. It is important to note that this report is to be supplemented with comments received during the EIS public review and display period.

In line with Main Roads privacy policy, this report does not include personal contact details nor attribute comments provided during consultation activities.

2. Consultation and Communication Strategy

The GUP team employed a proactive and coordinated approach to consultation and communication with stakeholders. Given the number and diversity of project stakeholders (ranging from public to political, industry to inter-departmental), consistent and effective communication management was required during this important development stage of the project. The strategy recognised and aimed to build upon relationships already established with key stakeholders during earlier planning study (refer to *Gateway Motorway Second River Crossing Planning Study Report, Volume 7 Community Consultation Report*). A key characteristic of the project team's communication approach was the development and implementation of communication tactics and channels tailored to each stakeholder group.

The project consultation and communication program was implemented by way of a transparent, 'no surprises' approach in line with Main Road's Public Consultation Policy, Standards and Guidelines, as well as the whole-of-government Community Engagement Decisions Statement.

2.1 Objectives

Communication objectives were established according to the two major activity streams that form the business case and EIS development stage:

2.1.1 Business Case Development

Establish and maintain relationships with key industry and government stakeholders to:

- Inform key stakeholders of the business case development process;
- Provide opportunity for industry and stakeholder feedback as appropriate; and

- Identify and proactively manage issues that may influence the process or program of the business case development.

2.1.2 EIS Development

Re-establish an open, two-way communicative process with key stakeholders and the wider community throughout this next planning phase of the GUP to:

- Inform the community and key stakeholders about the project;
- Provide the opportunity for community and stakeholder feedback regarding the EIS and detailed planning aspects;
- Identify and proactively manage issues that may impact both project planning and stakeholders;
- Prepare to initiate property purchase negotiations with directly-affected property owners in hardship cases; and
- Gain stakeholder support and community acceptance for the proposal through effective and positive communication processes.

2.2 Identified Stakeholders

Target audiences were categorised into stakeholder groups according to their potential level of involvement in the project.

Stakeholder groups included (refer to Annexure A for stakeholder register):

- Government agencies;
- Local, state and federal elected representatives (past and present);
- Special interest groups;
- Affected property owners and tenants;
- Local community;
- General community;
- Media;
- Private sector; and
- Employees and unions.

2.3 Activities

A range of activities were carried out in order to facilitate a two-way information exchange necessary to meet the project communication and consultation objectives. These included:

- Individual stakeholder meetings;
- Regular Project Steering Committee meetings;
- Public displays;
- Information flyers and feedback form;
- Research and focus group sessions;
- Stakeholder group briefing sessions and workshops;
- Topic-specific working group sessions;
- Presentations;
- Letters;
- Government briefing notes;
- Media releases;
- Project website;
- Press advertisements;
- Project email; and

- Project phone hotline.

2.4 Implementation Program

Communication and consultation relating to the proposed Gateway Bridge and Motorway upgrades was implemented by way of a two staged program, starting with the early Planning Study and followed by the business case and EIS development phase.

Planning Activity	Program
Gateway Motorway and Second River Crossing Planning Study	October 2001 – August 2003
Gateway Upgrade Project EIS and Business Case development	August 2003 – late 2004

3. Planning Study Activities

In October 2001 Rowland Communication Group was appointed as subconsultants to GHD (formerly Egis Consulting) to coordinate the community consultation for the Gateway Motorway and Second River Crossing Planning Study. This phase involved assessing the need for a second river crossing and upgrading the Gateway Motorway between Mt Gravatt-Capalaba Road and Nudgee Road. Outcomes of these investigations confirmed the need for a second river crossing and an upgrade of the approaches to the Gateway Bridge.

3.1 Agency Reference Group

The project team convened a reference group comprising a range of government agencies identified as having an interest in the planning study. Regular Agency Reference Group meetings were held to aid in the various investigations and develop concept planning options.

3.2 Elected Representatives

During the Planning Study, personal contact was regularly held with local, state and federal elected representatives via direct mail and meetings. This regular liaison enabled the consultation team to provide progress updates and identify any constituent or electorate specific issues.

3.3 Property Owners

Owners and tenants of potentially directly impacted and adjacent properties were initially contacted by the project team via direct mail and invited to attend Planning Study information sessions. Immediately following the information sessions (held 4 September 2002), the project team targeted potentially directly impacted property owners for individual meetings to explain the draft concept plans and seek their feedback. Approximately 55 individual meetings were held between September 2002 and February 2003. Potentially affected property owners were updated again in December 2002 via direct mail and encouraged to contact the project team with any queries or further feedback.

3.4 Key Stakeholder Groups

Other stakeholder groups representing transport, environment, community and industry interests were also offered regular workshop/briefing sessions throughout the project. Initial contact was made via direct mail and two identical briefing sessions were held on 19 August 2002.

3.5 Local Community

Telephone, facsimile, e-mail, post and internet communication channels established at the commencement of the project, remained available at all times throughout the planning study and generated useful feedback for the project team. Project contact points were promoted on all written material, website and advertisements produced throughout the study.

3.6 Public Display of Study Options

The three week public display period commenced on Monday 5 August 2002 and concluded on Saturday, 24 August 2002. For the period Monday, 5 August to Saturday, 17 August 2002, displays were located at:

- Toombul Shopping Centre, 1015 Sandgate Road, Toombul; and
- Cannon Hill Kmart Plaza, Cnr Creek and Wynnum Roads, Cannon Hill.

During the period Monday 5 August to Saturday 24 August 2002, displays were located at:

- Hamilton Library, Cnr Racecourse and Rossiter Roads, Hamilton; and
- Carindale Library, Carindale Shopping Centre, Creek Road, Carindale.

Project team representatives were available to answer questions and provide project information during key times at the shopping centre displays, and each display consisted of copies of the Draft Part A Report, feedback forms and project posters detailing:

- Project background;
- History of the Gateway Bridge and Motorway;
- Key findings of the transport modelling;
- Options for increasing the capacity of the Gateway Motorway from Nudgee Road to Mt Gravatt-Capalaba Road;
- Next stages of the study; and
- Contact details for the project team.

4. EIS Consultation Activities

4.1 Agency Reference Group

A range of agency stakeholders was identified during the early planning study as having some level of interest in the project. The Agency Reference Group (ARG) was formally re-established early in the development stage during the establishment of the EIS Terms of Reference (TOR) in late 2003 (refer to Appendix A for membership details). The purpose of this reference group was to provide input into the development of the EIS, especially into the identification and mitigation of potential issues and impacts.

A summary of ARG activities follows:

Activity	Purpose	Timing
Meeting 1	Re-introduction to project; communicate program and process; introduce and seek feedback on draft TOR	26 November 2003
Meeting 2	Summarise changes to draft TOR; identify issues; provide progress report	31 March 2004

Activity	Purpose	Timing
Meeting 3	Mid-EIS progress report; update on issues raised at earlier sessions; encourage feedback	9 June 2004
Meeting 4 (emergency services representatives)	Discuss issues and gather feedback relating to emergency services requirements and incident response	30 June 2004
Personal contact/ Meeting 5	Introduce and seek feedback on draft EIS documentation	Late July 2004

4.2 Special Interest Groups

Stakeholders and community groups with interest in specific aspects of the project were also identified during the early Planning Study. This preliminary list was supplemented during the EIS development and formed the basis of the Special Interest Group (SIG) of project stakeholders (refer to Annexure A for SIG membership details). Areas of interest included transport, accessibility, conservation and environment, urban development and planning. SIG briefings were held regularly during the EIS development with the purpose of identifying issues early in the process and gathering input.

A summary of contact follows:

Activity	Purpose	Timing
Direct mail	Re-introduction to project; communicate program and process; introduce and enclose draft TOR	30 January 2004
Briefing 1 & Workshop	Presentation on project: scope, timing, business case and EIS process; discuss TOR content; workshop TOR issues	19 February 2004
Briefing 2	Briefing on the EIS and issues progress report	20 & 21 May 2004
Briefing 3	Introduce key EIS findings; outline formal EIS submissions process	Mid August 2004

4.3 Directly Affected Property Owners

Personal contact with owners of potentially directly affected property was re-established early in the EIS development process (December 2003). The purpose of contact during this stage of planning was to provide an update on the concept plan, outline the business case and EIS development processes and program, identify potential issues and gather general feedback on the proposal. Over 30 individual meetings were held with property owners and/or tenants between February 2003 and August 2004.

4.4 Pedestrian Cycle Working Group

An outcome of the first SIG workshop was the establishment of a working group to specifically address opportunities and issues with a proposed pedestrian and cycle facility on the duplicate Gateway Bridge. This working group comprised representatives from:

- Queensland Transport;
- Brisbane City Council;
- Bicycle Queensland;
- Bicycle Federation of Australia;

- Royal Blind Foundation;
- Cycling Queensland;
- Blind Citizens Association;
- ADAS Australia;
- Disability Queensland; and
- Paraplegic & Quadriplegic Association Queensland.

A summary of working group activity follows:

Activity	Purpose	Timing
Individual meetings	Establish key stakeholders and gain commitment to being involved in working group	February 2004
Meeting 1	Establish key base information: target user groups, demand, hours/days of use, purpose of use and requirements of use	3 March 2004
Meeting 2	Review and agree upon base information; discuss possible technical options with a view to identifying preferred options for further investigation	22 March 2004
Meeting 3	Discuss in detail preferred options and reach agreement on preferred option	W/c 5 April 2004
Supplementary Meeting	Purpose as per above; involving those unable to attend above meeting (3)	W/c 19 April 2004
Teleconference	Discuss accessibility/disability design standards with Human Rights & Equal Opportunities Commission and accessibility representatives	30 June 2004
Meeting 4	Discuss recent developments and amended options; program update	6 July 2004
Supplementary meeting	Discuss priorities for cycling facilities in the district and region	28 July 2004

4.5 Public Transport Reference Group

Another outcome of SIG consultation was the establishment of a forum to specifically discuss public transport opportunities and issues relating to the project. Participants included representatives from:

- Gateway Upgrade Project;
- Queensland Transport;
- Brisbane Transport;
- Public Transport Alliance;
- Queensland Bus Industry Council; and
- Taxi Council.

4.6 Local Community

The local community was identified as the catchment immediately adjacent to the project corridor. This audience was kept informed of the project's progress and opportunities for involvement through the following mechanisms, which are consistent with the contact methods established during the planning study:

Activity	Purpose	Timing
Project website	Provide regular updates on the project, advertise formal input opportunities and encourage feedback throughout project	Throughout EIS development and continuing
Community Flyer (refer to Annexure B)	Reintroduce project; outline planning study outcomes and EIS process; invite participation in local community focus group forum and general feedback	Late February 2004
Local Community Focus Group (refer to Annexure C for session notes)	Seek specific input into EIS development specific to local community amenity; encourage feedback on proposal	Session 1: 29 April 2004 Session 2: 17 May 2004
Community Flyer and Feedback Form (refer to Annexure B)	Provide update on progress; encourage feedback via attached reply paid form	Late July 2004
Stakeholder meetings with local facilities/stakeholder groups (eg schools)	Provide information and encourage feedback	May to July 2004
<i>Newspaper Advertisements (Courier-Mail, Northern News, Northside Chronicle, South East Advertiser, Wynnum Herald, Southern Star)</i>	<i>Advertise public display details and feedback opportunity</i>	<i>August/September 2004</i>
<i>Public Displays: local shopping centres, libraries, elected representative offices, Brisbane Airport Domestic Terminal</i>	<i>Highlight key findings from EIS investigations; encourage comment on draft via feedback forms, personal contact with project team or formal written submissions</i>	<i>August/September 2004</i>
Media Releases (refer to Annexure D)	Highlight key progress milestones and achievements and input opportunities	Throughout

Table Notes:

Bold/Italics indicates future activities

On 21 and 22 July 2004, more than 21,200 community flyers (with detachable feedback form) were letterbox dropped to the local community adjacent to the motorway corridor. Flyers were also distributed to the project's mailing list, SIG members and elected representatives. In early August 2004 more than 250 feedback forms have been received with the majority of comments in support of the proposal. More feedback forms are expected

and their content will supplement the summary of issues and opportunities found in Section 5 of this report.

4.7 Elected Representatives

Federal, state and local elected representatives were sent a personal letter in late November 2003 providing an update on the project and outlining the EIS and business case development processes. Briefings were offered and conducted at this stage. Another letter was sent in July 2004 advising of the distribution of the project Information Update to the local community and planned EIS public display and offering a pre-display briefing.

4.8 Indigenous Groups and Traditional Owners

The involvement of indigenous groups and traditional owners aided the development of the project's cultural heritage impact assessment and relevant management plans. Personal contact with both registered native title claimants, Turrbal and Jagera, was initiated in late 2003. Liaison has continued throughout the planning development and numerous site visits conducted.

4.9 Internal Stakeholders

Departmental employees were kept informed of the project's progress and opportunities for input through internal communication mechanisms such as the project website, intranet and internal publications such as Interface, Momentum and Sector Wide.

4.10 Industry Briefings and Market Sounding

Feedback from industry played a valuable role in development of the project business case and determining 'market appetite' for such a large infrastructure project. An industry briefing was held on 27 November 2003 to introduce the project to representatives of the private sector from banking and finance, construction, and legal industries. The private sector was also encouraged to provide feedback regarding potential issues and opportunities through a market sounding exercise carried out during April and May 2004.

5. Issues and Opportunities Summary

There was generally a high level of support for the concept which comprises the following:

- Widened Motorway between Mt Gravatt-Capalaba and Wynnum Roads from four to six lanes;
- Widened Motorway between Wynnum and Lytton Roads from four to eight lanes;
- A duplicate bridge immediately adjacent (downstream side) to the existing bridge; and
- Northern deviation between the river and Nudgee Road including a second access to the airport.

The following is a summary of feedback collected from stakeholder contact during the early Planning Study and development of the GUP EIS. This section is to be supplemented with information collected during the EIS public display period.

5.1 Issues

5.1.1 Property impacts

- Some property owners advised that they were unable to progress development plans until there was certainty about whether the project would go ahead.

- The majority of issues raised by property owners related to the timing and process of property acquisitions such as compensation payable, process duration, timeframes and relocation.

5.1.2 Pedestrian and cycle facility

- Some concerns were raised regarding safety and security and emergency services access if a facility was to be located under the roadway level.
- Concern was also raised about the noise and vehicle emissions associated with an at-grade facility.

5.1.3 Tolls

- Some negative comments were received regarding the payment of tolls and the expectation that tolls would increase as a result of this project.
- Not all Gateway Bridge users will choose to use electronic payment methods; need to provide for casual/manual users.

5.1.4 Interim improvements

- Suggestions were made to improve current congestion problems in and around the existing toll plazas.
- Increase capacity of Motorway between bridge and Airport Drive by widening.

5.1.5 Northern Deviation

- Suggestions were made to locate the deviation on the eastern side of the old airport site to avoid fragmenting the site and negatively impacting on development.
- Concerns were raised regarding the merge arrangements in the vicinity of Nudgee Road and the possibility of a 'bottleneck' situation where the new deviation links back into the existing Gateway Motorway.
- Concerns that the deviation would require the closure of Bunya Street and result in more traffic in Violet Street (where there is considerable street parking).
- Concerns were raised over safety at the northbound off ramp to the Shell Service Station near the Australian Catholic University. It was suggested the deviation link into the existing Motorway north of Nudgee Golf Course.

5.1.6 Noise

- Existing noise from the Gateway Motorway an issue for adjacent residents and calls were made to improve the situation as part of the project.
- Concerns were raised regarding possible increased noise from the raised deviation structure.
- Noise barriers should be considered on the deviation to protect both commercial and residential areas to the west of the Motorway.
- Concrete barriers separating traffic carriageways seem to reflect noise; can alternatives be considered?

5.1.7 Construction Impacts

- Some concerns were raised during property owner and tenant consultation regarding construction impacts such as noise, dust and vibration.

5.1.8 Environment

- Give adequate consideration to isolated habitat areas and the Boondall Wetlands.
- Maintain the salt water ingress near Schultz Canal.
- Ensure the topography of the project area and associated drainage issues are thoughtfully considered.
- Identify opportunities for the project to deliver net environmental benefits to the area.
- Project should identify ways in which to limit air pollution, particularly from vehicle emissions at tolling booths.

5.1.9 Indigenous

- An Aboriginal Bora Ring is situated adjacent to the Gateway Motorway in Nudgee and should be considered and protected in the planning process

5.1.10 Safety

- Concerns for employee and pedestrian safety due to the closer proximity of high volumes of traffic.
- The sight of passing traffic would distract workers from their tasks and pose a safety risk.
- Stakeholders expressed concern over the security of their equipment, particularly if their premises were to be exposed to passing traffic on the Motorway.

5.1.11 Design

- Incorporate longer on and off-ramps to help reduce congestion at access and exit points along the Motorway.
- Include heavy duty barriers between north and southbound lanes.
- A dedicated left-turning lane should be provided from the Motorway into Lytton Road on the western side of the Motorway.

5.1.12 Public Transport

- Planning should focus on identifying high frequency services.
- Consideration should be given to service priority and frequency for the residential catchment on the eastern side of the corridor.

5.1.13 Other

Issues outside the scope of the project were also raised during this stage of consultation including:

- The project should also aim to improve the local road network and Motorway approaches along roads such as:
 - Nudgee Road;
 - East-West Arterial Road;
 - Gerler Road;
 - Junction Road;
 - Sandgate Road;
 - Wynnum Road;
 - Kingsford Smith Drive;
 - Airport Drive roundabout;

- Meadowlands Road;
- Upgrade the Motorway between Pine Rivers and Springwood;
- Upgrade the Motorway to eight lanes up to Mt Gravatt-Capalaba Road;
- Upgrade the Motorway between Mt Gravatt-Capalaba Road and Miles Platting Road;
- Upgrade the Motorway to eight lanes from Nudgee to Redcliffe;
- Upgrade the Motorway to six lanes from Redcliffe to the Bruce Highway;
- Build connecting cycle paths outside the project area, through Brisbane Airport Corporation (BAC) and Brisbane City Council (BCC) land;
- Cross Street should no longer be used as an off ramp to Old Cleveland Rd (southbound);
- Additional river crossings should also be considered; and
- Look for alternative methods of dealing with traffic congestion such as more efficient public transport and reducing reliance on private car transport.

5.2 Opportunities

5.2.1 Pedestrian and Cycle Facility

There was strong support from the pedestrian and cycle working group members and general bicycle users for the inclusion of a cycleway on the duplicate Gateway Bridge.

5.2.2 Public Transport

- There was support for integration of public transport opportunities in the planning including enhancement of bus routes, provision for park'n'ride and bus turnaround facilities.
- Opportunities to use the proposed northern deviation as an airport access for public transport.

5.2.3 General Benefits

Positive comments received regarding the project include:

- A second access to the airport would significantly reduce congestion at the Airport Drive roundabout;
- Electronic tolling would reduce congestion around toll plazas;
- The straight alignment of the deviation is safer than the current arrangement;
- Quieter for the local community;
- Less rat-running through suburban streets and potential for reduced traffic on Nudgee Road;
- Local benefits to northern suburbs, especially those in the immediate area;
- Helps the flow of the Gateway bypass – good to get rid of the twisted section; and
- Project should be constructed as soon as possible.

6. EIS Public Display Activities

Further input from the public and stakeholders will be encouraged and welcomed during the EIS public display and comment period during August and September 2004. Feedback received during this time will be considered and form the basis of a Supplementary EIS report, due later in 2004. Information about the EIS findings will be on public display at key locations within the project corridor including local shopping centres, Brisbane Airport, libraries and electorate offices. Project team members will staff the main displays held at shopping centres to answer project queries and collect feedback from the community. Display details will be advertised in local newspapers, the project website and via direct mail to those registered on the project database.

7. Recommendations

If the GUP is given approval by government to proceed to detailed design and construction, the following recommendations are made in relation to stakeholder communication and proactive issues management:

- Maintain established relationships with stakeholders during subsequent planning and design phases to ensure issues raised to date are managed in consultation with relevant parties;
- While it is acknowledged that innovation should be encouraged and not suppressed during the detailed design or procurement stage of the project, contractors should be engaged with the understanding that stakeholders are to be consulted on significant changes to the proposal;
- Issues raised to date should be assessed as part of a construction management plan and measures put in place to minimise or eliminate impacts upon stakeholders where possible;
- Keep all stakeholders and the wider community informed of the project's status and progress; and
- Continue close liaison with directly-affected stakeholders (ie property owners and tenants) to facilitate smooth property acquisition and relocation where necessary.

Collect further feedback from the community during the EIS display period and incorporate, where appropriate, into the Supplementary EIS report and subsequent impact management planning documents (eg Environmental Management Plan).

Annexure A

Stakeholder Register

Annexure A Stakeholder Register

Stakeholder	Stakeholder representative/s
Premier	Hon. Peter Beattie
Minister of Transport & Main Roads	Hon. Paul Lucas
Minister for Local Government, Territories and Roads	Hon. Jim Lloyd
CBRC	CBRC Ministers
Elected Representatives (State)	Hon. Liddy Clark MP, Member for Clayfield Mr Neil Roberts MP, Member for Nudgee Mr Pat Purcell MP, Member for Bulimba Hon. Terry Mackenroth MP, Member for Chatsworth Mr Phil Reeves MP, Member for Mansfield Hon. Paul Lucas MP, Member for Lytton Mr Wayne Swan MP, Federal Member for Lilley Mr Kevin Rudd MP, Member for Griffith
BCC	Cr Campbell Newman Lord Mayor of Brisbane Cr Graham Quirk Chairperson, Transport and Major Projects Cr John Campbell (ALP) Doboy Ward Cr Kim Flesser (ALP) Northgate Ward Cr Michael Caltabiano (LIB) Chandler Ward Cr Tim Nicholls (LIB) Hamilton Ward Cr Shayne Sutton (ALP) Morningside Ward
Federal	Department of Transport and Regional Services (Roads) Department of Transport and Regional Services (Air)
CEO Steering Committee	Main Roads Treasury State Development and Innovation
Project Steering Committee	Premier and Cabinet Department of Transport and Regional Services Queensland Transport
Main Roads	Community & Industry Relations Regional Communication Team District Communication Team Key discipline leaders Departmental employees
Queensland Motorways Limited	Board members Employees

Stakeholder	Stakeholder representative/s
Agency Reference Group	Main Roads Australia TradeCoast, State Development Port of Brisbane Brisbane Airport Corporation Queensland Motorways Limited Department of Transport and Regional Services Brisbane City Council Queensland Transport Department of Local Government & Planning Environmental Protection Agency Department of Emergency Services Tony Laurier Queensland Police Service
Special Interest Groups: Conservation / Environment Transport and Accessibility	Traditional Owners (ie Turrbal and Jagera) Queensland Conservation Council Moreton Bay Waterways and Catchment Partnership Rivermouth Action Group Bulimba Creek Catchment Coordinating Committee Brisbane Regional Environmental Council Kedron Brook Catchment Network Pinkenba Community Group Boondall Wetlands Management Committee Queensland Wader Study Group New Ways Not Freeways Public Transport Alliance Bicycle Queensland Brisbane City Council Queensland Transport RACQ Queensland Trucking Association Taxi Council Queensland Bus and Coach Association of Qld National Road Transport Commission Disability Services Queensland Paraplegic & Quadriplegic Association Queensland Foundation of Blind People, Inc. Disability Access – ADAS
Special Interest Groups: Urban Development / Planning	Property Council of Australia Urban Development Institute of Australia Planning Institute of Australia Infrastructure Association of Queensland Gateway Chamber of Commerce Murarrie Progress Association Civil Contractors Federation (Queensland Division) Queensland Major Contractors Association

Stakeholder	Stakeholder representative/s
Most Affected Land Owners (MALOs)	North side and south side of the Brisbane River Tenants of MALOs Brisbane Airport Corporation Royal Queensland Golf Club Agencies: Brisbane City Council ; Department of Natural Resources, Mines and Energy; Queensland Rail; Energex; Powerlink
Industry Stakeholders	Baulderstone Hornibrook Infrastructure Association of Queensland Egis Cheung Kong Investment (CKI) Albem SNC-Lavalin Australia Thiess Connell Wagner John Holland Leighton Contractors Evans & Peck Bilfinger & Berger Minter Ellison Civil Contractors Federation Maunsells Parsons Brinckerhoff IAQ Transurban Blake Dawson Waldron Queensland Motorways Limited Babcock & Brown KBR McConnell Dowell Macquarie Bank SKM TTF Australia John Holland Freehills Engineers Australia ANZ Infrastructure Services Ltd Commonwealth Bank
Other	The union movement River users Cyclists Local Community – adjacent to corridor Wider community

Annexure B

Community Flyers

Gateway Upgrade Project



Project Background

During 2001 and 2002, the Department of Main Roads carried out a Planning Study to investigate the need to upgrade the Gateway Motorway, between Mt Gravatt-Capalaba Road and Nudgee Road.

The Gateway Motorway and bridge is a vital north-south arterial spine, meeting the growing population demands of South East Queensland and servicing the Australia TradeCoast area, the Port of Brisbane, Brisbane Airport and the established commercial industrial suburbs in Brisbane's north.

The Planning Study found that at current rates of growth, the motorway is fast approaching capacity and will require enhancement in the coming years.

The planned developments within Australia TradeCoast, Port of Brisbane and Brisbane Airport will further increase the traffic demands of the Gateway corridor.

The Planning Study proposed the following Gateway upgrade to reduce congestion and meet the growing population and service demands:

- Increase the number of lanes on the existing Gateway Motorway between Mt Gravatt-Capalaba and Lytton Roads

- Duplication of the Gateway Bridge
- New northern deviation of the Gateway Motorway from the Gateway Bridge to Nudgee Road, through old and new airport land including a grade-separated interchange for a second direct access to Brisbane Airport.

Following the Planning Study, a Preliminary Assessment was undertaken under the Public Private Partnership (PPP) Value for Money Framework with a recommendation to the Cabinet Budget Review Committee (CBRC) to proceed to the next stage: PPP Business Case Development.



Information Update



What is a PPP Business Case?

The purpose of a PPP Business Case is to identify the project delivery option most likely to provide best value for money. The Business Case will form the basis of a submission to Cabinet which will seek confirmation of the project's priority and affordability, as well as approval and funding for the project to proceed.

The Business Case will build on the findings of the Planning Study and the Preliminary Assessment and involve a detailed feasibility analysis of the various options available to undertake the project. This process is expected to be completed by mid 2004 with a submission to State Cabinet.

The Business Case also includes the commencement of an Environmental Impact Statement (EIS).

What is an EIS?

An EIS is a compilation of many individual studies each examining specific impacts of the proposed project, covering areas such as noise, air quality, water quality, flora, fauna, wetlands, cultural heritage, etc. Each individual study will investigate and quantify impacts of the proposed project and develop appropriate mitigation strategies.

Draft Terms of Reference for the Gateway Upgrade Project EIS were released in January 2004 for public input.

What are Terms of Reference?

Terms of Reference (TOR) are the guidelines that define the scope of the EIS.

How can I be involved?

The public will be asked to provide feedback at various stages of the EIS project.

Gateway Upgrade Project



Currently, the community is invited to comment on the draft TOR to help shape the scope of the Gateway Upgrade Project EIS. Public input into this stage of the project will ensure the project team carries out a series of robust studies in key areas on environmental interest.

You can download a copy of the draft TOR from the State Development website. A guide to making a submission is also available on the website. If you don't have access to the internet, contact the project team for a copy of the draft TOR to be posted to you. Submissions on the draft TOR close on Friday 5 March 2004, and must be typed in black ink on A4 paper.

The project is planning to form a representative Local Community Group to assist with the development of the EIS. If you are interested in being involved in this group, please write to or email the project team with your contact details.

Where can I get more information?

Visit the Gateway Upgrade Project website (via the Main Roads website) or contact the project team directly by email, phone, post or fax (see below). For more information about the PPP Value for Money Framework, visit www.statedevelopment.qld.gov.au

Contact Information

Project Website www.mainroads.qld.gov.au (follow the links to road projects in South East Queensland region)

Project Hotline 1300 133 428

Email gateway@mainroads.qld.gov.au

Post GPO Box 1412, Brisbane, Qld, 4001

Fax 07 3834 8364

Gateway Upgrade Project



Inside this issue:

- Project Update
- EIS Progress Report
- Project Plan
- Feedback Form
- Project Timeline

Project Update

Since the last update distributed in February this year, the Gateway Upgrade Project team has been working on various detailed environmental studies and a business case to confirm priority and affordability and the best value for money way to deliver the project. The team has consulted with various project stakeholders over recent months as part of the following activities:

- Feedback on the Environmental Impact Statement (EIS) Terms of Reference
- Traffic research group sessions
- Local community focus group sessions
- Special interest group information sessions
- Meetings with affected property owners
- Agency reference group information sessions
- Industry briefing and market sounding
- Via the project hotline, website and email.

As the Gateway Motorway is part of the federal government's national highway system, timing for construction of this project is contingent upon available federal funding under AusLink.

EIS Progress Report

As outlined in our February Update, an EIS is a collection of individual detailed studies examining specific areas that may be impacted by the project. These areas include: noise; air quality; water quality; flora; fauna; wetlands; traffic modelling and forecasting and cultural heritage.

The EIS Terms of Reference, which are the guidelines that define the scope of the EIS, have now been finalised after an eight-week public comment and input period.

The EIS studies are now well underway, with detailed information already collected about the existing environment within the Gateway Motorway corridor.

The next focus for the EIS consultants is to look at possible impacts the Gateway Upgrade Project may have and consider ways impacts can be reduced or eliminated.

Findings from the EIS studies are planned to be on public display at key venues later this year. Date and venue details will be advertised in local newspapers, and on the project website.

Information Update



Project Plan

What is the Gateway Upgrade Project?

The Gateway Upgrade Project proposes to reduce congestion along 20 kilometres of the motorway including the Gateway Bridge. Apart from the bridge, which is a tolled facility operated by Queensland Motorways Limited, the Gateway Motorway forms part of the federally-funded national highway system.

The project is planned to meet the growing population and service demands of the region by the following:

- 1 Widening the Gateway Motorway between Mt Gravatt-Capalaba Road and Wynnum Road from four lanes to six lanes
- 2 Widening the Gateway Motorway between Wynnum Road and Lytton Road from four lanes to eight lanes
- 3 Duplicating the Gateway Bridge approximately 50m downstream (eastern side) of the existing bridge
- 4 Construction of a new four-lane northern deviation of the motorway from the Gateway Bridge to rejoin the existing motorway at the Nudgee Golf Course, through old and existing airport sites, including a second access to Brisbane Airport.

Why is the project proposed?

Planning studies carried out by Main Roads from 2001 to 2003 confirmed that the Gateway Motorway, as a vital north-south arterial route, is fast approaching capacity during peak periods and will require improvements in the coming years if the link is to meet the growing population and commercial growth in the region. The motorway services south east Queensland travellers and freight vehicles between the north and south coasts, acts as an



important city bypass for road users and links the industrial hub known as Australia TradeCoast, made up of Brisbane Airport, the Port of Brisbane and associated industrial suburbs in Brisbane's north.

What do you think of the project?

The Gateway Upgrade Project team is keen to hear what you think of the proposed upgrade to the motorway and bridge.

Your feedback at this stage of planning will form part of the Environmental Impact Statement report, especially regarding potential impacts and benefits of the project.

Please fill in the attached feedback form with your comments, tear off and post to the project team (no stamp is required). Alternatively, you can download the feedback form from the project website and fax or email back to the project team.

Where can I get more information?

More information about the Gateway Upgrade Project will be on public display later this year. The project website is regularly updated with key planning milestones achieved and detailed information. You can also contact the project team directly by phone, fax or email (contact details overleaf). For more information about State Government's Public Private Partnership (PPP) Value for Money Framework, visit the Department of State Development and Innovation website (www.sd.qld.gov.au/ppp).

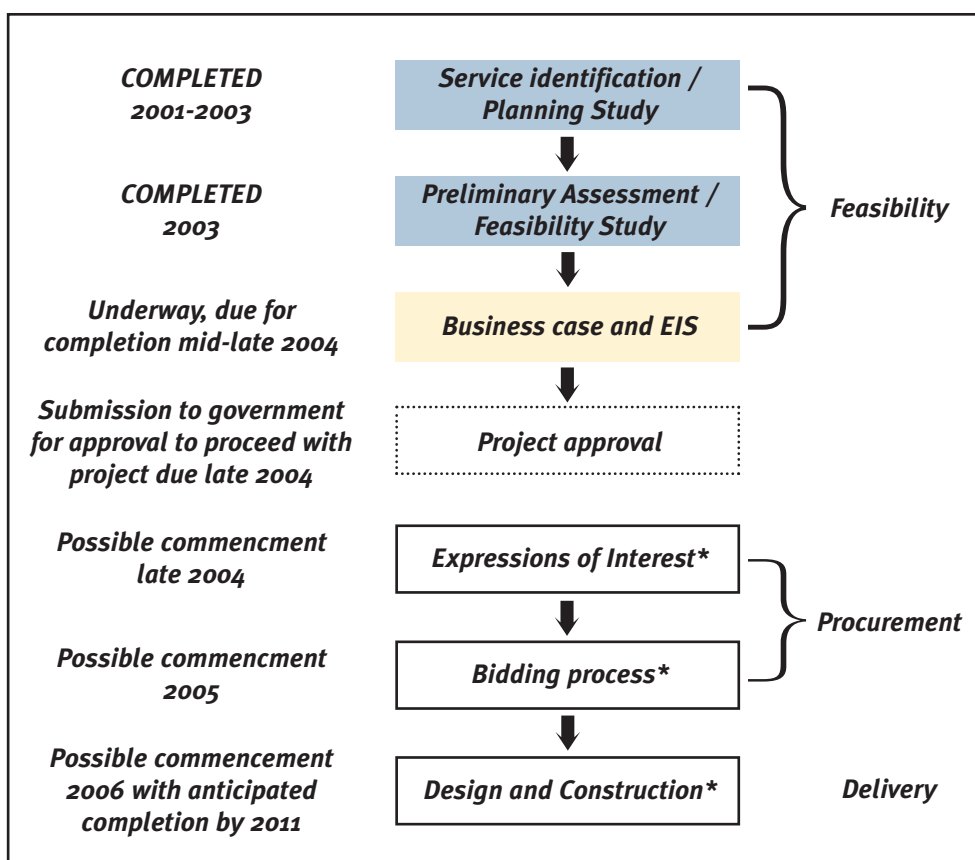


Approximately 20km

Gateway Upgrade Project Timeline

The Gateway Upgrade Project is following a staged process of development in line with State Government's Public Private Partnership (PPP) Value for Money Framework. This process involves three main phases:

1. **Feasibility:** includes planning studies and impact assessments; and determines project priority, affordability and best delivery method
2. **Procurement:** depending upon the delivery method chosen, this would involve Expressions of Interest and bidding process and appointment of contractors to design, build, operate and/or maintain the project
3. **Delivery:** involves detailed design and construction of the project.



Contact Information

Project Website www.mainroads.qld.gov.au (follow the links to road projects in South East Queensland region)

Project Hotline 1300 133 428

Email gateway@mainroads.qld.gov.au

Post GPO Box 1412, Brisbane, Qld, 4001

Fax 07 3834 8364

Gateway Upgrade Project

Your Feedback

*Instructions: Please fill out this form by ticking the appropriate box or adding your comments and post back to the project team **by 5pm Friday 6 August 2004**. As this is a reply paid form, no stamp is required. Alternatively, you can email your comments direct to the project team at: gateway@mainroads.qld.gov.au, or fax this form to 3834 8364.*

How often do you regularly use the Gateway Motorway and bridge?

Often

Occasionally

Never

What do you think of the Gateway Upgrade Project?

.....
.....
.....

What benefits do you see with the project?

.....
.....

Do you have any suggestions for improvements to the project?

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.....
.....
.....

Other comments:

.....
.....
.....
.....

If you would like to be added to the Gateway Upgrade Project mailing list and kept informed of key project milestones, please provide your contact details below:

Name:

Organisation / Business Name (if applicable):

Address:

Postal Address (if different from above):

Phone number (during business hours):

Email address:

Preferred method of contact:

post

email

Thank you for your time in filling out this feedback form. We look forward to receiving your comments.

Main Roads is committed to protecting your personal information. We will not release your details to third parties without your consent or unless required to do so by law. If at any time you wish your details to be removed from the project mailing list, please contact the project team.

Step 1: fold here

Delivery Address:
GPO Box 1412
BRISBANE QLD 4001

No stamp required
if posted in Australia



Gateway Upgrade Project
Reply Paid 1412
BRISBANE QLD 4001

Step 2: fold here and tape

Annexure C

Community Focus Group Meeting Notes



Focus Group Discussion Notes

Thursday 29 April 2004, Room A3.13 Gateway TAFE

Session 2: 7.45pm – 9.00pm

QUESTIONS	DISCUSSION
Local Community Amenity	
<p>What do you like about your local community?</p>	<ul style="list-style-type: none"> • Close to employment (Pinkenba). • Quiet area (low traffic level), bus transport to city, close to town, airport and north/south access. • Close to wetlands and bora ring; cycle amenity to boat ramp; thriving little community; young family growth; schools close by; proximity to Gateway; cool breeze (climate); is getting busier with the uni • Great local community; green; close to airport & Gateway; run business from home – clients at Gold Coast, good access non-peak times.
<p>Key benefits in the community: - how is access to transport?</p>	<ul style="list-style-type: none"> • Fantastic access; close bus stop and train station; city cat is an excellent service • Bus stop outside door to city; 6min walk to train station; rarely take a car to city. • Local bus stop; walkable distance to train station; public transport is there if you need to use it.
<p>- how is access to shopping conveniences?</p>	<p>Choice of two regional shopping centres: Toombul or Strathpine and everything in-between (for example, local store, etc).</p>
<p>- how is access to churches, schools, community facilities, etc</p>	<p>Yes to all.</p>
<p>- how is access to recreational facilities?</p>	<p>Yes; fantastic bike tracks, parks, swimming pool in Chermside, libraries.</p>
<p>Are there particular things valued in your local community over others?</p>	<ul style="list-style-type: none"> • The natural environment (for example, established trees, jacarandas) – living in the city, country atmosphere. • Need to keep parkland / natural environment that exists now, given so much land is being developed for housing. • Wetlands, Kedron Brook bikeway excellent asset to this community. • Parks make a happy neighbourhood. • Value the well-established nature of the community; living in the city but not feeling too densely-populated. • Friendly nature within the community while walking / riding: a sense of community.

<p>Any drawbacks in your local community?</p>	<ul style="list-style-type: none"> • Gateway arterial road; vehicles coming and going to industrial areas cause increasing congestion. • Growth of industry; excess traffic using Nudgee Rd – not local traffic but passing through traffic; more industry means more traffic; courier and waste traffic not limited to typical peak time (throughout the day). • Concern about the potential connecting road running from Gympie Rd to East/West Arterial Rd (through suburb of Woolloowin and Kalinga, over Sandgate Rd). • Concern about proposed new outlet shopping development adjacent to current Gateway Motorway (near airport): potential increased congestion in local areas.
<p>What would you change in the local community?</p>	<ul style="list-style-type: none"> • The set up of the Gateway Bridge (ie, toll plaza and lane configuration) – currently causing congestion. • System in place at the bridge currently causes congestion: roadmarkings at toll plaza; south bound lane configuration is 1 lane into 8; not everyone has e-toll facilities, especially long distance travellers; congestion especially bad between 6am-9am; should add combined turn and straight ahead arrow to provide 2 lanes into 8. (see sketches provided) • Have trouble getting into third lane (e-toll lane) when traffic is heavy; trucks stay in the e-toll lane because of these merging difficulties at plaza. • Has improved a lot since the new barriers installed. • North bound configuration: e-toll lane traffic doesn't stick to 60km/hr speed limit - should be 70/80km speed limit; should allow the traffic through at this speed to improve traffic flow; again, inside lane is only lane for access to non-etoll lanes as per south bound example above, should have middle lane with straight ahead/turn arrow; changes would be within the current width – making what's there more efficient. (see sketches provided) • Airport roundabout: concern about flow to airport; lane configuration on Airport Drive a problem; (see sketches provided)
<p>Gateway Upgrade Project</p>	
<p>What do you like about the proposal?</p>	<ul style="list-style-type: none"> • No feeder roads from the bridge/new deviation other than airport access • There's a choice for access to airport; alleviate congestion; new deviation would take a lot of the traffic from the existing motorway; traffic that remains on the old motorway would be local access only and at a reduced level • Good to separate traffic – local/city and through traffic; alleviate

	present problems especially at the airport roundabout
What do you think about a possible bike/pedestrian path on the bridge?	<ul style="list-style-type: none"> • Think it's a good idea • Fully support bike track • Could it be below ground level to avoid traffic fumes?
What drawbacks do you see with the proposal?	<ul style="list-style-type: none"> • Concern about traffic noise – elevated structure • Concerns about merging at Nudgee Rd – may need longer merge; this needs careful attention so it does not create a bottleneck • Consider increasing number of lanes (from 2 to 4) at merge area (Nudgee Rd); merging northbound especially of concern
Do you see any benefits of the project?	<ul style="list-style-type: none"> • Straight deviation – safer • Quieter for the community • Less need to rat-run through suburban streets • Local benefits to northern suburbs, especially those in the immediate area • Helps the flow of the Gateway bypass – good to get rid of the twisted section
What views do you have on managing road noise within the corridor?	<ul style="list-style-type: none"> • Shouldn't use concrete (as per Pacific Highway surface) • Concrete lane dividers seem to increase noise • Should do a study on the noise from different road bases • Should consider sound barriers on new deviation to protect both commercial and residential areas to the west of the road.

General Comments

Participants from Hendra, Nudgee, Clayfield

Participants regular road network users

Brisbane road network is worse than other states

Current Gateway Bridge is not running efficiently

Nudgee Rd rat-running due to Gateway congestion

Interested in impacts upon community, environment and nearby land

Toombul Rd roundabout camber very dangerous (especially for heavy trucks)

Gateway Upgrade Project a good proposal, but short term changes needed now to make what we have more efficient

Parked issues / questions: for investigation and response

Toombul Road access to airport - what about the proposed new road access to airport complex shown on the UBD?

Why is there a slight curve of the northern deviation – can it be straighter through the airport site?

Private sector involvement: would it be restricted Australian companies?
What is current revenue raised annually on Gateway Bridge?
QML – is toll revenue going back to Japan?
Who makes the final decision? Is community input really considered in the decision-making process?
Copies of plans? Smaller version of GHD planning layouts would be appreciated.

Next steps:

- Distribute notes to all participants
- Participants welcomed another session; would like to discuss current situation with departmental officers and have further questions answered
- Gateway TAFE as a venue is considered appropriate for future sessions
- Participants happy to remain on mailing list & involved in future opportunities



Focus Group Discussion Notes

Session #2: Monday 17 May 2004

Room A3.13 Gateway TAFE, 7pm – 8.30pm

QUESTIONS	DISCUSSION
Welcome and introductions	Introduced Gateway Upgrade Project officers: Stuart Lutton (Deputy Director, Planning & Technical) and Chris Taylor (Environmental Officer)
Review of parked issues and questions	<p>1. Toombul Road access to airport - what about the proposed new road access to airport complex shown on the UBD?</p> <p><i>Roadway shown on UBD map is a designated easement on airport (Commonwealth-owned) land for future access to the airport; has been easement since 1998; Department of Main Roads (DMR) is not aware of any immediate plan for Brisbane Airport Corporation (BAC) to construct this access. (refer to BAC Master Plan for more information)</i></p>
	<p>2. Why is there a slight curve of the northern deviation – can it be straighter through the airport site?</p> <p><i>The current, slightly curved alignment shown poses least impact upon BAC developments and Kedron Brook floodway.</i></p>
	<p>3. Would private sector involvement be restricted to Australian companies?</p> <p><i>Involvement would not be restricted to Australian companies. The chosen proponent (if following a Public Private Partnership (PPP) delivery) would need to offer the best value for money for the state government.</i></p>
	<p>4. What is the current revenue raised annually on Gateway Bridge?</p> <p><i>Financial statements for year ended 20 June 2003 show revenue as \$96m for Queensland Motorways Limited (QML); noted that Gateway Bridge revenue is not separated from Logan Motorway revenue in the financial reports.</i></p>
	<p>5. Is toll revenue going back to Japan?</p> <p><i>DMR owns all shares of QML and exercises full control of the company.</i></p>
	<p>6. Who makes the final decision? Is community input really considered in the decision-making process?</p> <p><i>Discussed at first session.</i></p>
	<p>7. Copies of plans? Smaller version of GHD planning layouts would be appreciated.</p> <p><i>Provided to participants.</i></p>
Further discussion points	<ul style="list-style-type: none"> Reviewed sketches provided at first session by participant; SL agreed that improvements should be made to the toll plaza approaches in the interim period; noted that QML owns and operates this area of motorway; advised that regular meetings were held with

	<p>QML and will forward suggestions for short terms improvements to current arrangement.</p> <ul style="list-style-type: none"> • Discussed suggested improvements to current Airport Drive lane configuration; noted that Airport Drive (from the roundabout) is owned and operated by BAC and outside DMR influence. • Participant raised issue of camber on the roundabout at Northgate (Toombul Rd); SL noted this was outside the scope of the Gateway Upgrade Project but will give feedback to appropriate officers within the department. • Noise discussion: participant noted that the motorway at Nudgee is noiser now following recent resurfacing; CT advised that detailed noise study is being carried out as part of the Environmental Impact Statement (EIS) to assess where barriers should be placed. • Concrete barrier discussion: difficult to find solution that both adequately and safety separates the traffic and is less reflective / more absorbent in relation to traffic noise. • Merge arrangement discussion: noted that the planned lane configuration at the merge of the new deviation and the existing Gateway motorway is four lanes, down to three, then into two lanes. • Confirmed toll plazas are proposed to be relocated from southside to the northside as part of the project. • Radius discussion at planned second airport access: seems very tight; noted that speeds likely to be approx 50km; full acceleration lane also proposed in the area; noted the tight fit given nearby flooding issues. • Bikeway discussion: suggestion made to locate bikeway underneath traffic away from noise and pollution; noted that working group has been established involving various user and accessibility representatives to discuss issues; no solution has been reached as yet. • Discussion regarding proposed roadway through Kalinga (noted changes to earlier discussion notes): is shown in the Integrated Regional Transport Plan (Queensland Transport) and Council strategy documents; not related to the Gateway Upgrade Project.
Next steps	<ul style="list-style-type: none"> • Public display of EIS findings planned for mid-2004; more details will be advertised in local Quest newspapers. • Participants agreed to remain on mailing list and be informed of display details and further involvement opportunities.

Annexure D

Media Releases

Transport & Main Roads

The Hon. Paul Lucas MP

23 April 2004

PRIVATE SECTOR INPUT SOUGHT FOR GATEWAY UPGRADE PROJECT

Minister for Transport and Main Roads, Paul Lucas, has announced advertising will start this weekend to gauge private sector interest in the construction of a second Gateway bridge.

Mr Lucas said the Gateway Bridge was nearing capacity, with up to 100,000 vehicles using the bridge every day.

"This amount of vehicles is creating significant congestion in peak periods, which is why the Department of Main Roads has been planning the duplication of the Gateway Bridge and its approaches over the past few years," Mr Lucas said.

"This project proposes to reduce this growing congestion, by widening the motorway between Mt Gravatt-Capalaba and Lytton Roads, constructing a second bridge across the river, and building a northern deviation through old and new airport sites to Nudgee Road."

Mr Lucas said advertisements to gauge interest from the private sector would start tomorrow (Saturday).

"This market sounding will form part of the business case that is being prepared, to determine the feasibility of the project and whether the government should deliver the project through a Public Private Partnership (PPP) or by traditional contracts," Mr Lucas said.

"Basically, this process is about informing the market of the project status, and getting feedback from the private sector on various aspects of the project.

"This is an important opportunity for the market to provide their thoughts on key issues, and provide information about marketplace readiness for such a project and any possible constraints."

Mr Lucas said the market sounding exercise was not a call for expressions of interest from potential proponents or consortiums.

"Formal Expressions of Interest will be called at a stage when and if the project is approved by the government, and if, indeed, the Business Case finds that a PPP method of delivering the project is the most appropriate," Mr Lucas said.

Mr Lucas said representatives from a variety of private sector industries including finance, investment, construction and operation will be invited to participate in the market sounding activity.

"It's important that there's community consultation in the planning stages of a project like this," Mr Lucas said.

"The general community has been, and will continue to be, encouraged to give input into the detailed Environmental Impact Statement for the Gateway Upgrade Project which is running in parallel to the development of the business case."

Media contact - Alison Smith 3237 1947 / 0407 166 084

Transport & Main Roads

The Hon. Paul Lucas MP

26 March 2004

ENVIRONMENTAL STUDIES UNDERWAY FOR GATEWAY UPGRADE PROJECT

Transport and Main Roads Minister Paul Lucas today announced noise monitoring would be carried out along the Gateway Motorway between Mt Gravatt-Capalaba Road and Nudgee Road as part of the Gateway Upgrade Project's Environmental Impact Statement (EIS).

Mr Lucas said the Gateway Upgrade was a major project and it was important to get every part of the planning process correct.

"The Gateway Bridge is nearing capacity," he said.

"The Gateway Upgrade Project will reduce congestion on this important arterial route by widening the southern motorway between Mt Gravatt-Capalaba and Lytton Roads, constructing a second bridge across the Brisbane River, and building a northern deviation through old and new airport sites to Nudgee Road.

"A business case to identify the preferred option for this work is underway."

Mr Lucas said as part of the Environmental Impact Statement, specialists consultants would carry out noise monitoring along the corridor this week.

"The information will build an acoustic model of the corridor which can then be used to identify and cost the noise amelioration works for the Gateway Upgrade Project," he said.

"This monitoring will build on previous noise assessment work already done by the Department of Main Roads."

Mr Lucas said Terms of Reference for the Gateway Upgrade Project EIS had been available for public comment from 10 January to 5 March 2004.

"Over the next few months, members of the community will be encouraged to give input into this planning stage of the Gateway Upgrade Project," he said.

"Opportunities for involvement throughout the EIS will include project displays, briefings and traffic surveys."

Media enquiries: Marie Low 3237 1942 / 0408 725 308