

Excerpt from Council Meeting Minutes – Tuesday, 1 August, 2017.

Chairman: Councillor JOHNSTON.

Councillor JOHNSTON: Yes, just briefly, Madam Chairman, I would like to make a few remarks about the Witton Army Barracks Master Plan. It came to my attention in July that Brisbane City Council had a master plan consultation process for the Witton Army Barracks Park. Now, this park is directly opposite my ward on the other side of the river, so it's a stone's throw away for residents who live in Chelmer and Graceville.

I was not notified by Council that the master plan was being put out for consultation. I was not aware, Madam Chairman, that there would be public consultation. Now, this issue directly impacts on residents in my ward in two ways. One; it will be a local park that residents who live in Chelmer and Graceville can walk to or ride to, and many of them will do that.

Two; the park, when the LORD MAYOR announced the acquisition of the Witton Army Barracks several years ago, one of the two reasons he gave was provision for a future bridge for the Walter Taylor Bridge duplication. Guess what; the bridge goes from the northside of the river to the southside of the river, which is in Tennyson Ward. But, Madam Chairman, no one at Council thought that it would be appropriate to tell me about this master plan, which, you know, attempts, I think, possibly to vaguely reference the idea that there will be a new bridge.

So, Madam Chairman, I did read this somewhere else. I then advised my residents. Now, it appears some residents in Chelmer were—they got the Council flyer two days before the public information session—so two days before a public information session some residents were told. There was no date by which residents could make submissions. We had to ring and ask and find out, and we were told 31 July.

So number one, I am appalled that this is the way that Council has handled this matter. Obviously, the future of a second bridge crossing between Chelmer and Indooroopilly is a highly sensitive, a highly complex and a huge infrastructure challenge for this Council. But for one of those two Councillors not to even be told that that's what council's master planning process was undertaking, I think is just outrageous. Now, maybe if it was just a park I'd say, well, there's no need to notify Councillor JOHNSTON, even though it impacts on her residents. But the fact that this is the master plan that is allegedly making provision for a future bridge which is in my ward, is something that I think I deserve to know about and I think that my residents deserve to know about. But no, this Council didn't see it that way.

My second concern relates to the content of the master plan, and that is what appears in the master plan to be the provision for the future bridge corridor. Now, that future bridge corridor appears as a dotted white line.

*Councillor interjecting.*

Councillor JOHNSTON: The footings for said bridge appear to be in the middle of the internal road, parking, car park and location of the heritage building. Now, I presume that Council's not actually going to demolish all of those things to allow for the new footings for the bridge, number one. Two; the arrow appears to show the traffic being routed up Railway Avenue, a one way street heading southbound—

*Councillor interjecting.*

Councillor JOHNSTON: —I'm going on the arrow and I hear the Councillor—

Councillor SRI: Point of order, Madam Chair.

*Councillor interjecting.*

Chairman: Order! Councillor SRI.

Councillor SRI: I'd just draw your attention the fact that certain Councillors in this Chamber are calling out and interrupting Councillor JOHNSTON.

Chairman: Thank you, Councillor SRI, and I think Councillor SIMMONDS was just trying to clarify something but—

*Councillors interjecting.*

Chairman: Order!

*Councillor interjecting.*

Chairman: Order! Councillor SIMMONDS was obviously trying to be helpful to clarify for Councillor JOHNSTON. However, interjecting is not the appropriate way. Please, if you would like to clarify it, then Councillor SIMMONDS you can have an opportunity further in general business. Councillor JOHNSTON.

Councillor JOHNSTON: —nor is calling me a liar, Madam Chairman, which he did under his breath as well. But, Madam Chairman, I will continue—

Chairman: Oh, Councillor JOHNSTON, just get on with it—

*Councillor interjecting.*

Councillor JOHNSTON: —Do so, do so—

Chairman: Order!

Councillor JOHNSTON: —now he's poking his tongue out like a two-year-old. Come on. Madam Chairman, it is a matter of public record that the arrow appears to show vehicles being routed up Railway Avenue, which is a one lane southbound street. That street connects to Westminster Street, which bans right-hand turns into Coonan Street, which is the main way out of that precinct.

Now if there is some other plan that I'm not aware of, feel free to get up and say, 'Councillor JOHNSTON, I'll send you a copy of the plans for the future of the Walter Taylor duplication.' I would say thank you Councillor SIMMONDS, that would be most useful. But at the moment the only thing I've got to go on is a dotted white line which appears to go up a one-way street, going the wrong way, and feeding traffic back into a highly congested road corridor.

The second point of concern about this is that the Lambert Street precinct is being converted into a slow area, where you're going to have bikes, people and cars all doing whatever they want in a shared precinct. Now, that indicates to me that Council's not about to route 30,000 vehicles a day, which is probably what we could expect, into that precinct. So what I'm saying, Madam Chairman, is that this Administration's ambiguous and vague plans for a future bridge need to be made clear.

That's all I'm asking. It's not in the LGIP (Local Government Infrastructure Plan), it's not in your long-term infrastructure plan. There are some weird dotted lines on a map in the past master plan but they don't appear to be practical, they don't appear to be well thought out, and they do not appear to reflect the importance of how the traffic moves through the precinct.

So I'm asking for transparency in this process, which I don't think is an unreasonable request, given that the future of that road corridor is of extraordinary significance to people on the southside. I don't think it unreasonable, Madam Chairman, that the local Councillor and the residents who will be impacted by any future new bridge, are advised about what's going on, and Councillor SIMMONDS is shaking his head. He doesn't think I need to know or my residents need to know. That's excellent. I'm going to make sure that that is recorded and my residents are aware—

*Councillor interjecting.*

Councillor JOHNSTON: —yes, I will. Madam Chairman, let me tell you that the master plan itself also has a few issues. Toilets, public toilets, aren't marked on the master plan. I don't know if they're going to be in the commercial cafes that inevitably spring up in those buildings but there are no public toilets that were listed on the plans at all. There are a number of other problems, i.e. the bikeway connection to the Jack Pesch Bridge. It shows a connection with a loop if you're travelling north-south into the

park but it shows no connection if you're going south to north and into the park. We would appear to have to go up and go around a dedicated turning lane and enter it from a different direction. It is ridiculous that this plan has clearly been envisaged with only the northside in mind.

Now I want to make it very clear, I don't know that there should be a bridge tomorrow for the duplication of the Walter Taylor Bridge, but I do know that over the next 20 or 30 years, we need provision, we need transparency and we need a plan for managing traffic that flows through the Oxley Road corridor. It is getting worse and worse every day.

If we are now planning for what happens at the Witton Army Barracks, proper provision needs to be made for the bridge. That means it needs to be identified in the master plan. The footings and the traffic for that bridge need to be identified. If there are two purposes, addressing only one of them in the master plan is not reasonable.

So from my point of view, this Administration needs to come clean, it needs to tell residents how this new bridge is going to work and how it will connect with the road network in Indooroopilly. Indooroopilly residents, I'm sure, would like to know, and I'm sure this is where Councillor SIMMONDS' reticence comes from.

What we need to know, Madam Chairman, is exactly where this road corridor is going to go, where the traffic that will use this road corridor is going to go and the fact that the Councillor SIMMONDS has to come clean with his residents on the northside about how many vehicles will travel through this precinct and where they will go.

Equally important, and I'll flag it now is, my residents who live on the southside who must use Coonan Street after they cross the Walter Taylor Bridge, deserve to be involved in the consultation on the design for the Indooroopilly Moggill Road roundabout. He's shaking his head again. No, we have no say. Well, I can tell you when 30,000 vehicles a day back up at a T-intersection with a poor design, Madam Chairman, it will not reflect well on this Administration—

*Councillor interjecting.*

Councillor JOHNSTON: —interjecting, yes, we know. He loves to interject doesn't he, Madam Chairman. But what I would like to know is why this Council will not properly plan for the future provision of a bridge and a road corridor—

Chairman: Councillor JOHNSTON, your time has expired.