

ROADS AND RAILWAYS

BRISBANE RIVER CROSSINGS

| Bridge or Tunnel | Mode (if not all road vehicles) | Opened | Cost | Notes |
|-----------------------|---------------------------------|------------------|---------------|--|
| Victoria Bridge (1st) | | June 1865 | £70 000 | The first Victoria Bridge was a tolled, timber structure which quickly succumbed to marine wood worm and began to progressively collapse. The council wasn't able to fully repair the structure and its remnants took 2 years to fall away into the river. |
| Victoria Bridge (2nd) | | 15 June 1874 | | Four years after the destruction of the first timber bridge (1867) it was agreed to build a new bridge which was an iron structure and a toll bridge. It included a turning span to allow tall masted river traffic to pass upstream. The bridge was broken and half of it was washed away in the 1893 Brisbane flood. |
| Albert Bridge | Rail | July 1875 | | The Albert Rail Bridge crosses the Brisbane River at Indooroopilly and enabled the Ipswich to Grandchester railway to reach Brisbane itself in 1875. It was rebuilt and re-opened in August 1895 after the first bridge was destroyed by the 1893 Flood and was duplicated in 1957 for railway traffic. |
| Victoria Bridge (3rd) | | 1897 | | Another replacement bridge was built and entered service in 1897, lasting until 1969, when it was demolished after a new bridge was built. It was constructed of steel and had two carriage ways and two footpaths. As early as 1943 evidence of the bridge buckling from the weight of increased traffic was noticed. Tram numbers on the bridge had to be restricted and the footpath removed as a result. |
| William Jolly Bridge | | 30 March 1932 | £688 000 | Built during the Great Depression, the William Jolly Bridge connects Grey Street with Roma Street in the west of the City. The style of the bridge's design is art deco, which was popular at the time and has three graceful concrete arches. |
| Walter Taylor Bridge | | 14 February 1936 | £85 000 | The Walter Taylor Bridge at Indooroopilly was conceived, designed, built and funded by local visionary, Walter Taylor, a contractor who lived in Graceville. Local residents were frustrated because there was no means by which cars could cross the river near Indooroopilly. The bridge is a suspension bridge and was operated by as a toll bridge until the 1960's. |
| Story Bridge | | 6 July 1940 | £ 1.6 million | <p>Jim Bradfield, known as the chief builder of the Sydney Harbour Bridge, was commissioned to design the Story Bridge connects Kangaroo Point with the Valley on the NE side of the CBD. It was a toll bridge for 7 years before the building costs were paid back and the toll abandoned.</p> <p>Its beautiful cantilever design has become a Brisbane icon matching very well the mountainous profile of Mount Coot-tha. It was named after John Douglas Story, a senior and influential public servant who had advocated strongly for the bridge's construction. Four men died during the construction of the bridge which, due to being anchored to the cliffs near Fortitude Valley, is 30 metres above the river at its highest point. Fireworks off the bridge are an integral part of the annual Riverfire spectacular.</p> |

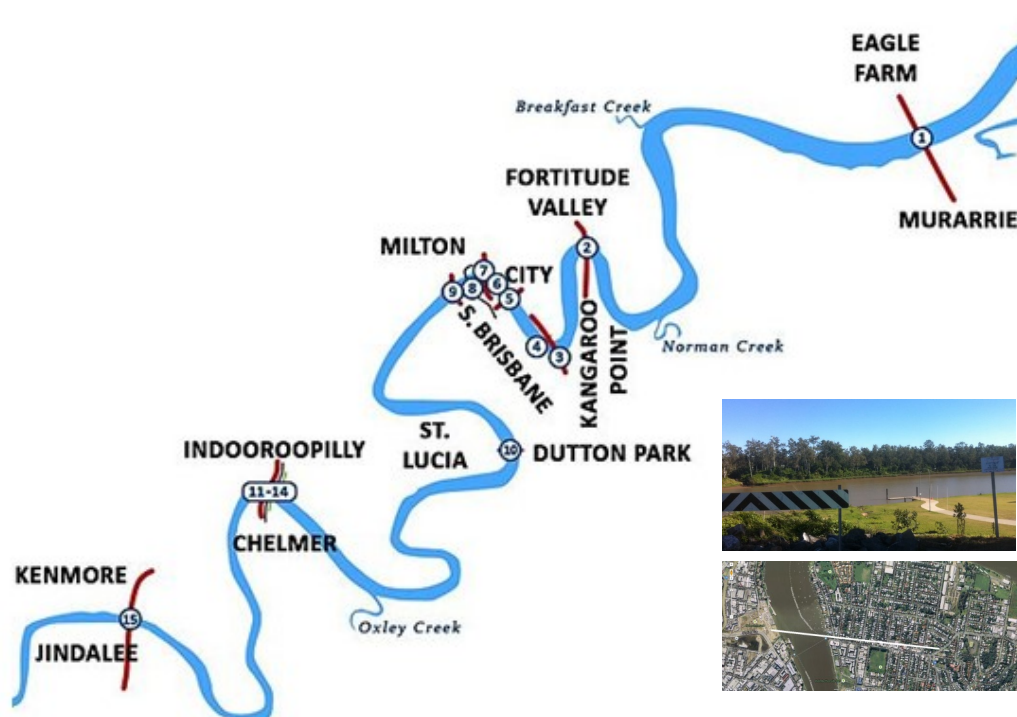
ROADS AND RAILWAYS

| Bridge or Tunnel | Mode (if not all road vehicles) | Completed | Cost | Notes |
|---------------------------------------|---------------------------------|----------------------------------|---------------|---|
| Centenary Bridge | | 14 October 1964 | | The Centenary Bridge which connects Jindalee with Kenmore was financed by western suburbs developers, Centenary Estates, to service the new Centenary suburbs they were developing. It was later duplicated (27 March 1987) following the completion of the Western Freeway (1984). |
| Victoria Bridge (4th) | | 14 April 1969 | \$3.2 million | It featured a modern design which has been described as sleek and elegant but was not designed for trams expediting the decision to replace the tram network with buses. |
| Captain Cook Bridge | | December 1972 | \$24 million | By the late 1960's plans were in place for a Riverside Expressway and South East Freeway. Connecting the two from the Botanic Gardens to Woolloongabba was the Captain Cook Bridge. It is Brisbane's most heavily used bridge with an average of 1 million crossings per week. Built with the same sleek look as the new Victoria Bridge, it is 183m long and is 12.7 metres above the river at its highest point. |
| Merivale Bridge | Rail | 18 November 1978 | \$21 million | The Merivale Bridge crosses the Milton Reach of the river, slightly to the west of the William Jolly Bridge. Exclusively a railway crossing, it enabled the railway terminus for the interstate railway coming up from NSW to move from South Brisbane and terminate in the City at the Roma Street Transit Centre. It is currently the only inner-city rail crossing in Brisbane. By its completion in 1978 it had taken a century to get Brisbane's north and south rail networks joined near the City by a bridge over the Brisbane River to alleviate the very roundabout route of the Albert Bridge crossing at Indooroopilly. |
| Gateway Bridge | | 11 January 1986 | \$92 million | The Gateway Bridge was designed to replace the Vehicular ferry at Murrarie allowing quicker access between the airport and the Southside and was created as part of a true bypass of the built up area of Brisbane as a non-stop highway connecting the Bruce Highway in the north to the Pacific Motorway in the south. In 1986 the new toll bridge carried an average of 12 500 vehicles per day. In early 2010 the single bridge was carrying an average of 100 000 vehicles per day. Its height is 64.5 metres above the river level. |
| Jack Pesch Bridge | Pedestrian | October 1998 | | The Jack Pesch Bridge is a cycle and pedestrian bridge alongside the Indooroopilly rail and road bridges . |
| Goodwill Bridge | Pedestrian | 21 October 2001 | | The Goodwill Bridge is a pedestrian and cycling bridge that crosses from Southbank near the Maritime Museum to the Botanic Gardens. |

ROADS AND RAILWAYS

| Bridge or Tunnel | Mode (if not all road vehicles) | Completed | Cost | Notes |
|--|---------------------------------|----------------------------------|---------------|---|
| Eleanor Schonell Bridge | Bus | 17 December 2006 | \$55 million | The Eleanor Schonell Bridge is a green bridge built to link Dutton Park with the University of Queensland. It was designed for just buses, pedestrians and cyclists and is part of the Eastern Busway. |
| Kurilpa Bridge | Pedestrian | 4 October 2009 | | The Kurilpa Bridge is a pedestrian bridge was built from Tank Street to the new Gallery of Modern Art. The innovative style of the bridge has been nicknamed by some as the "Matchstick Bridge" but looks impressive at night when lit up with different coloured lights. |
| Clem Jones Tunnel | | 15 March 2010 | \$3.2 billion | The Clem Jones Tunnel (Clem 7) is a motorway grade toll road under the Brisbane River, between Woolloongabba and Bowen Hills. Originally proposed by Labor Lord Mayor Jim Soorley, it was incorporated into the Liberal Party candidate Campbell Newman's 5 tunnel vision, called Trans-Apex, in 2002. It is Brisbane's first privately financed inner city toll road. With a length of 4.8 km it was the longest road tunnel in the country until the 6.7 km Airport Link tunnel was completed. Patronage decreased by more than 65% in the week following the introduction of a reduced toll period, and remains well lower than predicted volumes (Current average is 28 000). RiverCity Motorway did not collect enough to pay the interest on its \$1.3 billion debt and went into receivership. |
| Duplicate Gateway Bridge | | 16 May 2010 | \$350 million | Financed in part by tolls collected on the paid-off Logan Motorway, the duplicate Gateway Bridge expands the number of lanes on the Gateway Motorway over the Brisbane River to 12 (6 on each). It was part of a greater expansion to the Gateway Motorway including a new Eagle Farm to Nudgee deviation. |
| Go Between Bridge | | 5 July 2010 | \$338 million | The Go Between Bridge is a toll bridge that connects West End to Hale Street and the Inner City Bypass. Highly criticised for even being tolled in the first place for its short length, it cost an exorbitant \$338 million, just shy of the \$350 million spent over the far more massive second Gateway Bridge. The Eleanor Schonell Bridge, close to the same length, cost only \$55 million in comparison. |
| BaT Tunnel (PROPOSED) | Bus and Rail | Due 2021 | \$5 billion | The second tunnel under the Brisbane River, this combined bus (top) and rail (below) tunnel is expected to significantly increase the number of rail services constrained by the current single crossing. It will also take the pressure off the bus services in peak hour crossing the Victoria Bridge providing an alternative underground route along George Street and under the river at Kangaroo Point connecting with the SE and Eastern Busways. |

ROADS AND RAILWAYS



Map of Bridges across the Brisbane River

- 1) Gateway Bridges (Sir Leo Hielscher Bridges)
- 2) Story Bridge (Clem 7 tunnel under it)
- 3) Captain Cook Bridge
- 4) Goodwill Bridge **[PEDESTRIAN]**
- 5) Victoria Bridge
- 6) Kurilpa Bridge **[PEDESTRIAN]**
- 7) William Jolly Bridge
- 8) Merivale Bridge **[RAIL]**
- 9) Go Between Bridge
- 10) Eleanor Schonell Bridge **[BUS]**
- 11) Jack Pesch Bridge **[PEDESTRIAN]**
- 12) Albert Bridge **[RAIL]**
- 13) Indooroopilly Rail Bridge **[RAIL]**
- 14) Walter Taylor Bridge
- 15) Centenary Bridge

Other small bridges are found upstream such as Colleges Crossing at Karana Downs and the Allawah Road Bridge at the Mount Crosby weir. There is one tunnel and only 8 car bridges, of which 5 plus the tunnel are near the CBD. The tunnel and two bridges (Gateway and Go Between) are currently tolled.

There are 3 large stretches of the Brisbane River not crossed by car bridges that should be in time:

- 1) Colleges Crossing to Centenary Bridge (My proposed suggestion: A Belbowrie Bridge)
- 2) Indooroopilly to Go Between Bridge (My proposed suggestion: A West End to St Lucia Bridge or open the Eleanor Schonell Bridge to car traffic)
- 3) Story Bridge to Gateway Bridge (My proposed suggestion: A tunnel from near the Newstead Gasworks to Lytton Rd just after Oxford St)

OTHER BRIDGES

| Bridge | Completed |
|---|----------------------------|
| Breakfast Creek Bridge (Near Newstead House) | 1836 (Wood) 1889 (Iron) |
| Norman Creek Bridge (Wynnum Road) | 1856 |
| Kelvin Grove Road Bridge (Over Enogerra / Breakfast Creek) | 1859 |
| Cabbage Tree Creek Bridge (Boondall) | 1861 |
| Bowen Bridge (over Breakfast Creek) | 1862 |
| Blackall Bridge (Webster Road over Kedron Brook) | 1870 |
| Kedron Brook Bridge (Gympie Road) | 1870's |
| Tingalpa Creek Bridge (Capalaba) | 1874 |
| Norman Creek Bridge (Stanley Street) | 1886 |

| Bridge | Completed |
|--|--|
| Logan River Bridge (North of Beenleigh) | 1889 (Rail) 1931 (Road) |
| Albert River Bridge (South of Beenleigh) Road bridge probably built soon after Logan bridge for trips to Gold Coast. | 1889 (Rail) ? (Road) |
| Caboolture River (Morayfield Road) | 1919 |
| Hornibrook Bridge (Brighton to Redcliffe peninsula) The bridge between Brighton and Clontarf had a length of 2.7 km. It was the longest road bridge in Australia when built. The second bridge was the Houghton Highway (1979) and the third is the Ted Smout Bridge (2010). | 1935 (1st) 1979 (2nd) 2010 (3rd) |
| Logan River Bridge (Waterford) Upgraded in 1997. | 1954 |
| South Pine River Bridge (Bruce Highway) | 1977 |

BRISBANE RAILWAYS

| Railway | Completed | Closed | Electrified | Notes |
|---|-----------|---|-------------|---|
| Ipswich to Roma St (later Brisbane Central) | 1876 | | 1980 | Following the construction of the Albert Bridge over the Brisbane River at Indooroopilly in 1875, the railway from Ipswich to Brisbane was opened in 1876, as part of an extension of the first Queensland railway line from Ipswich to Bigge's Camp (now Grandchester), just over 30km west of Ipswich on 31 July 1865. It terminated at Roma Street in 1876 until 1889 when Central Station was built via a tunnel between the two stations. The Brisbane Valley line was opened to Lowood in 1884 and Esk in 1886. Passenger services operated until 1989. |
| Roma St to Ascot (via Exhibition but later from Brisbane Central to Pinkenba and later cut back to Doomben) | 1882 | | 1988 | The railway from Roma Street to Ascot (then named Racecourse) was built in 1882 to serve the Eagle Farm racecourse, though nearby residents successfully lobbied for a regular passenger service. Initially it ran from Roma Street to Bowen Hills via the Exhibition until 1890 when the Central Station to Bowen Hills section was completed. Extended to Pinkenba in 1897. |
| Roma St to Shorncliffe (via Exhibition but later from Brisbane Central) | 1882 | | 1982 ? | Opened in 1882, it was truly suburban railway in Brisbane, built to provide convenient access to the seaside for the city's residents. Initially it ran from Roma Street to Bowen Hills via the Exhibition until 1890 when the Central Station to Bowen Hills section was completed. |
| Roma St to Bowen Hills (via Exhibition) | 1882 | Temporarily closed 1900-1911 | 1982 | Conveys passengers to the Royal Queensland Show (locally known as "the Ekka") in August. Traffic diminished significantly after the Roma St—Central—Bowen Hills section was complete and was closed in 1900. Traffic on the QR system continued to grow, and so the closed section was reopened in 1911 to allow goods trains from the North Coast line to use that route to reach Roma St, the main goods yard in Brisbane. |
| Corinda to South Brisbane (later to Brisbane) | 1884 | 2011 (Open to freight but closed to passengers) | 1982 ? | The line was opened in 1884 as part of a line connecting the Ipswich line to the Brisbane River wharves at Stanley St. When the Beenleigh line was built south from Yeerongpilly, that became the mainline and the line to Corinda became the connecting link. The line is a major freight corridor though passenger services on the line ceased in June 2011. |
| South Brisbane to Beenleigh (later from Brisbane) | 1885 | | 1982 | The original city terminus of the line was Stanley St South Brisbane, until a dual track line was constructed to South Brisbane opposite the Victoria Bridge opening in 1891. Finally connected with the City after a century since first mooted in 1978 when the Merivale Bridge was constructed. |
| Brisbane to Caboolture | 1888 | | 1986 | In 1883 the Queensland government decided to link Gladstone to Brisbane by railway, and eventually decided upon Northgate on the Shorncliffe line as the branching off junction for the new line. The line up to Caboolture was completed in 1888. |

ROADS AND RAILWAYS

| Railway | Completed | Closed | Electrified | Notes |
|--|--|--|-------------|--|
| Bethania to Beaudesert / Lamington | 1888 | 1961 | | This service split off the Beenleigh line at Bethania and went to Beaudesert and further south terminated at Lamington (likely in valley to west of Binna Burra range). Closed to passenger services in 1961 and to freight in 1996. The Canungra line branched off from it at Logan Village. |
| South Brisbane to South Coast (via Beenleigh) | 1889 (Extended to Tweed Heads 1903) | 1964 (Southport to Tweed Heads closed 1961) | | <p>The Beenleigh railway line opened in 1885 before being extended as the South Coast Line to Southport in 1889. A branch line to Tweed Heads, New South Wales was opened in 1903. Due to the increasing popularity of the motor car, and political interests in road transport, the Tweed Heads branch closed in 1961 and the line from Beenleigh to Southport closed in 1964.</p> <p>Stations included Ormeau, Pimpama, Coomera, Oxenford, Helensvale, Southport, Molendinar, Nerang, Worongary, Mudgeeraba, Reedy Creek, West Burleigh, Elanora, Currumbin, Tugun, Bilinga, Kirra, Cooloongatta and Tweed Heads. It followed close to the route of the Pacific Highway before the Tugun bypass with a short deviation to Southport.</p> |
| South Brisbane to Cleveland (later from Brisbane) | 1889 | Temporarily closed 1960-1987 between Lota to Cleveland | 1983 | Calls were made for extending the Corinda to South Brisbane line to Cleveland to serve the developing farming area. It took an indirect route to avoid hilly country and to serve Fort Lytton, then the major defence installation for the city. It was opened to Manly in 1888 and extended to the first Cleveland station in 1889. An extension to Redland Bay was recommended but was never built. In 1960, the line from Lota to Cleveland was closed. The opening of the Merivale Bridge in 1978 connected the Cleveland line to the Brisbane CBD. The line beyond Lota was rebuilt to Thorneside in 1982 and Cleveland in 1987. |
| Brisbane to Pinkenba (later only to Doomben) | 1897 | Doomben to Pinkenba closed 1993 | 1988 | The Brisbane to Ascot line was extended in 1897 to Pinkenba mainly to serve an industrial area, including wharves on the north side of the Brisbane River. The line was electrified in 1988, but only to Eagle Farm. All passenger services on the line were suspended in September 1993 as part of a state-wide rationalisation except for when major race events were on. Electric passenger services resumed on 27 January 1998, but only as far as Doomben, with bus connections to the stations beyond Doomben. The Doomben to Pinkenba section is used only for freight and occasional special trains. |
| Brisbane to Enoggera (later to Ferny Grove) | 1899 | | 1979 | A branch line was opened from a junction at Mayne (Bowen Hills) to Enoggera in February 1899 to serve the new cattle sales yards at Newmarket. It was later extended to Samford and Dayboro past Ferny Grove before terminating at Ferny Grove from 1955 to the present. |
| Bethania to Canungra | 1915 | 1955 | | For a time a train service split off the Beenleigh line at Bethania and terminated at Canungra to serve the timber industry. The Beaudesert / Lamington line branched off from it at Logan Village. |

ROADS AND RAILWAYS

| Railway | Completed | Closed | Electrified | Notes |
|--|-----------|------------------------------------|-------------|--|
| Brisbane to Dayboro (later only to Ferny Grove) | 1920 | Ferny Grove to Dayboro closed 1955 | | The railway line from to Samford was completed in 1918 and was extended further north to Dayboro in 1920. On 5 May 1947, a packed excursion train derailed at Camp Mountain, after Ferny Grove, in what is still Queensland's worst rail tragedy, the Camp Mountain train disaster. The line was closed beyond Ferny Grove in 1955 after freight traffic was lost to road transport. |
| Interstate Railway from Sydney to South Brisbane (later to Roma St) | 1930 | | | The standard gauge line from Sydney, NSW which opened in 1930 was built parallel to the line from Salisbury to South Brisbane. South Brisbane station (where the Expo Fun Park and now the Brisbane Convention Centre now is) was the interstate terminus. The Merivale Bridge was converted to dual gauge in 1986 and standard gauge passenger trains from Sydney were then able to terminate at Roma St when the Roma St Transit Centre was built and the South Brisbane Interstate Terminus was demolished in time for Expo 88. |
| Brisbane to Gold Coast | 1996 | | 1996 | The new Gold Coast railway from Beenleigh to Helensvale was opened in 1996, to Nerang in 1997, and Robina in 1998. In 2009, the line was extended to Varsity Lakes. There are plans are to eventually extend it all the way to the Gold Coast airport. The Gold Coast light rail is planned to eventually connect from the Helensvale station to the planned Gold Coast airport station. |
| Brisbane to Springfield | 2013 | | 2013 | The Springfield line branches off from the Ipswich line at Darra and was developed along with the widening of the nearby Centenary Highway from two to four lanes from Darra through to the Logan Motorway. The extension to Springfield commenced service on 2 December 2013. It has been proposed that the line be extended from its present terminus at Springfield Central to Redbank Plains, Ripley Valley, Yamanto, and Ipswich station. |
| Brisbane to Redcliffe (Kippa Ring) | Due 2016 | | | The Moreton Bay Rail Link is a \$1.15 billion railway project that is finally under construction after being promised by various state governments for over a century. A rail line to Redcliffe was first proposed in 1895. Land was purchased in the 1980's by the state government. Funding was finally allocated and agreement was made to finally build it in 2010. The line will have six new rail stations: Kallangur, Murrumba Downs, Mango Hill, Mango Hill East, Rothwell and Kippa-Ring. |

MAJOR ROADS, FREEWAYS AND MOTORWAYS

| Major Road Project | Completed | Notes |
|---|------------------|---|
| Centenary Highway / Motorway | Late 1960's | The Centenary Motorway began as a highway from Centenary Bridge (1964) to Ipswich Road (late 1960's). It was progressively upgraded to motorway standard in the 2000's. It was later extended past the junction with Ipswich Road through Springfield until it connects with the Cunningham Highway. |
| Bruce Highway (Bald Hills to Burpengary Deviation) | 10 November 1977 | One of the largest and major deviations of the Bruce Highway was the Bald Hills to Burpengary Deviation. Beginning construction in 1972, the new route took traffic from Gympie Road at Bald Hills to Uhlmann Road at Burpengary along a much more superior alignment which was also constructed to four lanes. The new route was officially opened on 10 November 1977 at a total cost of \$20 million. |
| Western Freeway | 19 December 1984 | <p>The Western Freeway was the first of the two major freeways completed that were constructed in the 1970's and early 1980's. It connects Milton Road at Toowong near the turnoff to Mount Coot-tha with the Centenary Bridge and Highway at Jindalee. The freeway was duplicated between 1985 and 1987 including the Centenary Bridge. The original Western Freeway was completed in three stages:</p> <p>31 August 1970: Milton Road at Toowong south to Taringa Parade at Taringa 24 May 1979: Taringa Parade to Moggill Road, Indooroopilly 19 December 1984: Moggill Road, Indooroopilly to Centenary Highway, Jindalee</p> |
| South East Freeway | November 1985 | <p>The South East Freeway, started before the Western Freeway, but was completed a year after its completion. It connects Milton and the City with the junction of the Pacific Highway and Logan Road at Springwood. It was progressively built in stages from 1968 to 1985. The completion date for the stages were:</p> <p>7 March 1973: Captain Cook Bridge to Juliette Street (The Vulture / Stanley St exit preceeds this) 22 July 1976: Hale Street to Captain Cook Bridge (Riverside Expressway) 27 July 1977: Juliette Street to Marshall Road 21 October 1980: Marshall Road to Klumpp Road 13 August 1982: Klumpp Road to Logan Road November 1985: Logan Road to Compton Road</p> |
| Gateway Arterial / Motorway | December 1986 | <p>The motorway was constructed to connect the then-recently opened Gateway Bridge to the Bruce Highway in the north and the Pacific Motorway in the south. Construction on the road commenced in September 1985 and it was opened to traffic in December 1986. It provides a true bypass of the built up area of Brisbane allowing much quicker access from one side of Brisbane to the other. Originally, the route was called the Gateway Arterial Road because the road was not at motorway status, the road passing through three large roundabouts north of the Brisbane River.</p> <p>The road was a runaway success, as was the Gateway Bridge, even with the bridge toll. Therefore, to cope with the heavy traffic, the government began upgrading the road in 1987. Duplication to four lanes and grade-separation was completed in several stages between 1991 and 1995. The Gateway Bridge was duplicated on 16 May 2010. A new deviation was completed north from the bridges to Nudgee, a year earlier in July 2009. The motorway south of the Bridge is now six lanes up to the Pacific Motorway merge, completed in 2011. It is planned to progressively upgrade the remainder of the Motorway north from Nudgee to the Bruce Highway.</p> |
| Logan Motorway | 13 December 1988 | It originally opened as a two-lane motorway in 1988, and was upgraded to four in two stages. The first stage of the duplication (Ipswich Motorway to Wembley Road) was completed in December 1996, followed by the second (Wembley Road to Pacific Motorway) on 23 May 2000. It remains a toll road even though costs of construction have been recouped. |

ROADS AND RAILWAYS

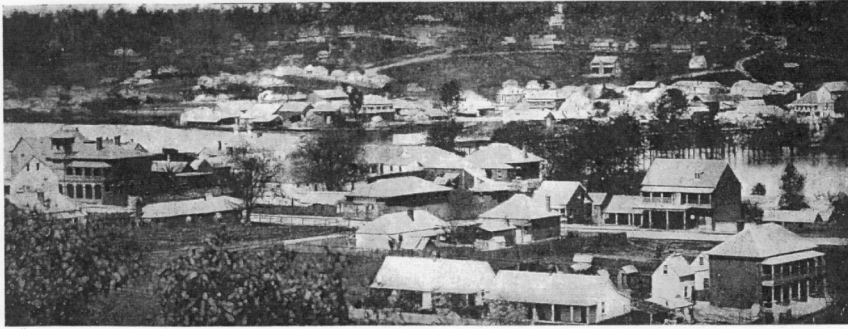
| Major Road Project | Completed | Notes |
|---|-------------------------------|--|
| Ipswich Motorway | 17 May 1994 | The motorway was formed from the original Ipswich Road Arterial Road, which was upgraded during the 1980's and 1990's to form a grade-separated motorway-grade route from Granard Road, Rocklea to Ipswich. Several traffic underpasses were created to remove existing traffic lights from the main highway. The Ipswich Motorway was commissioned on 17 May 1994. Between 2009 and 2012 it underwent a major upgrade. |
| Gateway Extension to Logan Motorway | 13 May 1997 | In 1995, construction began on a southern extension to the Logan Motorway, creating the Southern Brisbane Bypass. The road was opened to traffic on 13 May 1997. Following this work, the road was renamed Gateway Motorway. |
| Pacific Motorway | October 2000 | Premier Wayne Goss had proposed a new highway to the Gold Coast that would go through the Daisy Hill forest which was met by a huge amount of opposition. Despite eventually backing down over the issue Goss wasn't able to retain power. On 15 April 1996 after the Borbidge government came to power it was announced that the Pacific Highway between the intersection with the Logan Motorway and Nerang would be upgraded to motorway standard. From the Albert River at Beenleigh to Coombabah Creek at Gaven, about 28 km, the road surface is portland cement concrete. The upgraded road was opened to the public in October 2000. |
| Inner City Bypass | July 2002 | <p>The Inner City Bypass has been one of Brisbane's most successful road projects providing freeway access from the Riverside Expressway through to Kingsford Smith Drive at Breakfast Creek dipping briefly under the level of the creek near the Breakfast Creek Hotel. It was completed in 3 stages:</p> <p>November 2001: Hale Street to the Royal Brisbane Hospital February 2002: Royal Brisbane Hospital to Abbotsford Road (including a tunnel under the RNA's Sideshow Alley) July 2002: Abbotsford Road to Kingsford Smith Drive</p> |
| Centenary Motorway Extension | June 2009 | The Centenary Motorway extension continues the Centenary Motorway past its previous termination point on the Ipswich Motorway past the Logan Motorway through Springfield and Ripley before connecting to the Cunningham Highway at Yamanto. It was opened in late June 2009. The extension cost \$366 million. |
| Clem Jones Tunnel | 15 March 2010 | The Clem Jones Tunnel (Clem 7) is a A\$3.2 billion motorway grade toll road under the Brisbane River, between Woolloongabba and Bowen Hills in Brisbane, Queensland. The tunnel was opened to traffic on 15 March 2010. The tunnel was originally proposed by Labor Lord Mayor Jim Soorley in 2001, and was incorporated into the Liberal Party candidate Campbell Newman's five tunnel vision, called TransApex, in 2002. It is Brisbane's first privately financed inner city toll road, though the RiverCity Motorway company that financed it went broke, overestimating traffic volumes that weren't enough to cover the loans to cover the construction costs. With a length of 4.8 km it was the longest road tunnel in the country until the 6.7 km Airport Link tunnel was completed. |
| Airport Link | July 24, 2012 | <p>The Airport Link is a tunnelled, motorway grade, toll road that connects the Clem Jones Tunnel via Lutwyche and Kedron to the East-West Arterial Road which leads to the Brisbane Airport. It was built in conjunction with the Windsor to Kedron section of the Northern Busway in approximately the same corridor.</p> <p>The Airport Link and busway project involves 15 kilometres of tunnelling including the road (6.7 km of twin tunnels), busway tunnels and connecting ramps, as well as 25 bridges and result in over 7 kilometres of new road. The Airport Link is Australia's longest road tunnel. The estimated construction cost of the Airport Link is \$4.8 billion. Like the Clem7 tunnel, traffic forecasters got it hopelessly wrong with traffic estimates twice that of reality due to the aversion to tolls from the public at a period when cost of living for most households has been going through the roof. It was no surprise to most people that the private company that financed it in partnership with the government, BrisConnections, went into receivership.</p> |

ROADS AND RAILWAYS

| Major Road Project | Completed | Notes |
|---|-------------------------------|--|
| Port of Brisbane Motorway | February 2013 | Port of Brisbane Motorway is a motorway, which connects the Port of Brisbane to the Gateway Motorway. Stage 1 was opened in December 2002. The motorway was built to take freight traffic off Lytton Road, with about 4 000 vehicles travelling to the Port of Brisbane in 2002. Stage 1 cost A\$196 million and was finished six months ahead of schedule and A\$20 million under budget. Stage 2 includes a 3 km extension of the existing motorway through to Pritchard Street. Construction commenced in April 2011 with completion in February 2013. |
| Legacy Way | Due to 2015 | Legacy Way (formerly Northern Link Tunnel) is, after the Clem 7, the next part of the Brisbane City Council's TransApex Project to construct a tunnelled inner ring road around Brisbane. The project involves two bored tunnels carrying two motorway grade lanes of traffic in each direction from the Western Freeway in Toowong to the Inner City Bypass at Kelvin Grove. When complete a motorist will be able to travel from the start of the Ipswich Motorway near Ipswich to Breakfast Creek without stopping at any traffic lights. If he chose to go onto the Airport link he could connect onto the Gateway Motorway and avoids lights altogether on route to the Sunshine Coast. The tunnels will be tolled for approximately 45 years and will be approximately 4.6 km long. It is currently under construction and due for completion in 2015. In April 2014 Queensland Premier Campbell Newman confirmed a plan to shorten the travel time of Brisbane Transport's western suburbs bus routes by connecting Legacy Way with the Bus and Train (BaT) Tunnel project. |

BUSWAYS

| Busway | Completed | Notes |
|-----------------------------------|--|--|
| South East Busway | 30 April 2001 | <p>The South East Busway is a dedicated busway between Brisbane's CBD and Eight Mile Plains. The first section of the busway, between the CBD and Woolloongabba was built to coincide with the first match of the 2000 Olympic Games Football Tournament at the Brisbane Cricket Ground (The Gabba). The second section between Woolloongabba and Eight Mile Plains was completed at a final cost of over \$600 million. The South East Busway was built alongside the South East Freeway with several bus stops along the way including Garden City and terminating at Eight Mile Plains near the Technology Park and a massive park and ride car park. The project has been a great success speeding up bus travel along the corridor considerably. The two stages of the project are as follows:</p> <p>September 2000 City to Woolloongabba 30 April 2001 Woolloongabba to Eight Mile Plains [LATER TO BE EXTENDED TO SPRINGWOOD]</p> |
| Northern Busway | 18 June 2012 (Kedron stage) | <p>The second of Brisbane's three busways to be started was the Northern Busway. It connects the Queen Street Bus Tunnel to Kedron with the last two sections alongside the Airport Link tunnel. Completion dates for each stage are as follows:</p> <p>February 2004 Roma Street to QUT Kelvin Grove December 2005 QUT Kelvin Grove to Royal Brisbane Hospital May 2008 Queen Street Bus Tunnel to Roma Street (Inner Northern Busway) August 2009 Royal Brisbane Hospital to Windsor June 2012 Windsor to Kedron [LATER TO BE EXTENDED TO CHERMSIDE & BRACKEN RIDGE]</p> |
| Eastern Busway | 29 August 2011 (Langlands Park stage) | <p>Brisbane's third busway connects the University of Queensland with Coorparoo at Langlands Pak. The first section between the University of Queensland over the Eleanor Schonell Bridge and connecting to the South East Busway at Buranda via the PA Hospital was opened in August 2009 at a cost of \$226 million. The Buranda to Langlands Park section was completed and opened in August 2011.</p> <p>August 2009 University of Queensland to Buranda (SE Busway stop) August 2011 Buranda to Langlands Park [LATER TO BE EXTENDED TO CARINDALE & CAPALABA]</p> |



FIRST TEMPORARY WOODEN BRIDGE, opened 1865, destroyed by flood in 1869. George Street in middle foreground, Highgate Hill in distance. This bridge spanned the river on the same site as those shown below and was built only as a temporary structure.
[Photo. loaned by Brisbane City Council.]



FIRST VICTORIA BRIDGE opened in 1874 and swept away by the disastrous floods of 1893. The sign over the right-hand footpath seems to be honoured more in the breach than the observance.
[Photo. loaned by Ozley Memorial Library.]

Below: The third Victoria Bridge (second iron) was completed in 1897. It served Brisbane until 1969 when it was replaced. The tram service also began to be electrified in 1897.



Above: The Albert Bridge was built over the Brisbane River at Indooroopilly in 1875 with the line from Ipswich to Brisbane opening in 1876 extending Queensland's first railway from Ipswich to Grandchester.

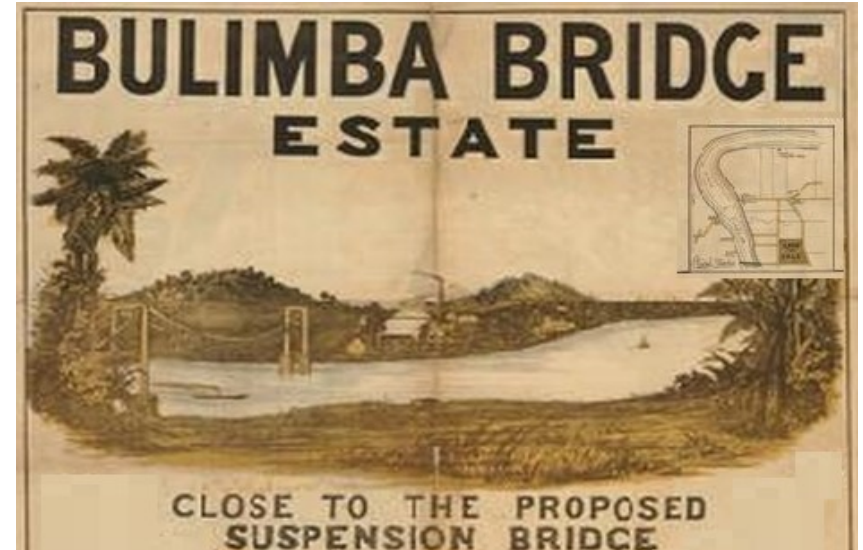
Below: The early wooden Breakfast Creek Bridge built in 1836 was upgraded to an iron bridge in 1889.





Above: A bridge across Norman Creek on Wynnum Road was built in 1856.

Below: A bridge across Tingalpa Creek on the road to Cleveland was built in 1874.

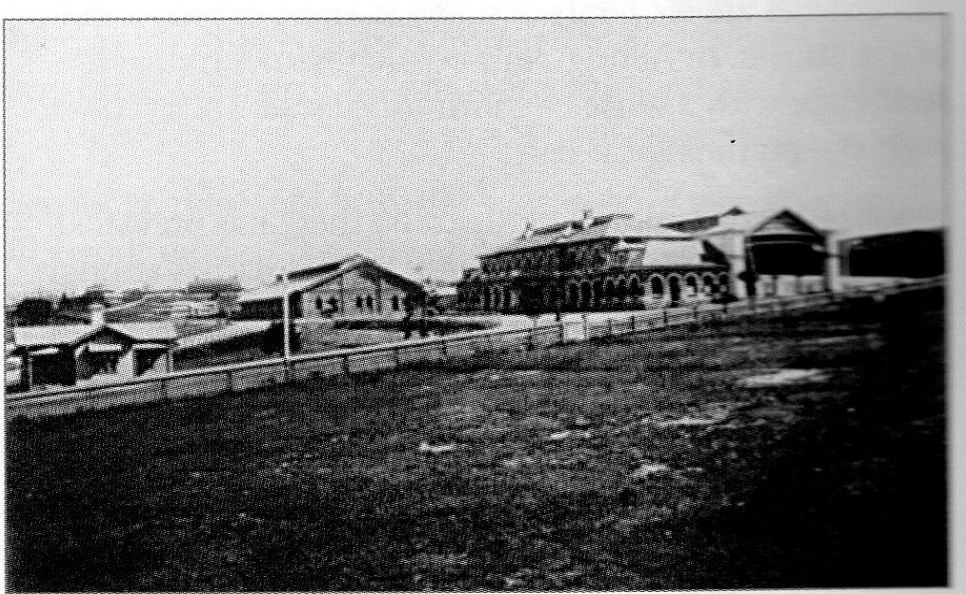


Above: A suspension bridge (and even a tunnel) from Merthyr Road, New Farm to Hawthorne was an early proposal before the Story Bridge put an end to the proposal. **Below:** Kedron Brook was bridged in the 1870's.



Below: The bridge over Cabbage Tree Creek built in 1861 enabled better access to the early seaside resort at Sandgate.





Roma Street railway station, Brisbane, ca. 1876.



Above Right: Roma Street rail station in 1879, soon after the first line from Ipswich opened in 1876. **Below Left:** Oxley rail station in 1876. **Below Right:** Sandgate rail station in 1888. The Sandgate railway line opened in 1882.



ROADS AND RAILWAYS



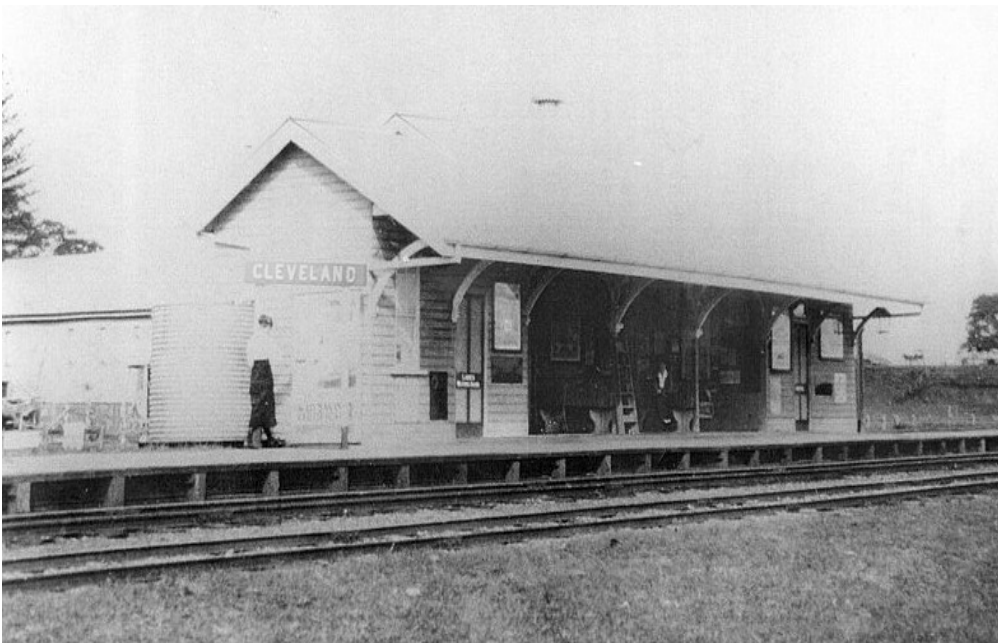
Above and Below Left: Central station was opened in 1889 after the tunnel between Roma Street to Central Station was completed. The line from Central to Bowen Hills including the tunnel to the Valley was completed in 1890. **Above Right:** Central station was upgraded with a grand entrance, clock tower and galvanised iron arches over the platform and completed in 1899. The grand entrance and clock tower still stand today.

ROADS AND RAILWAYS



Above: Central Station after it was upgraded with a grand entrance and clock tower in 1899.

Below: Cleveland rail station. The Cleveland line was completed in 1889.

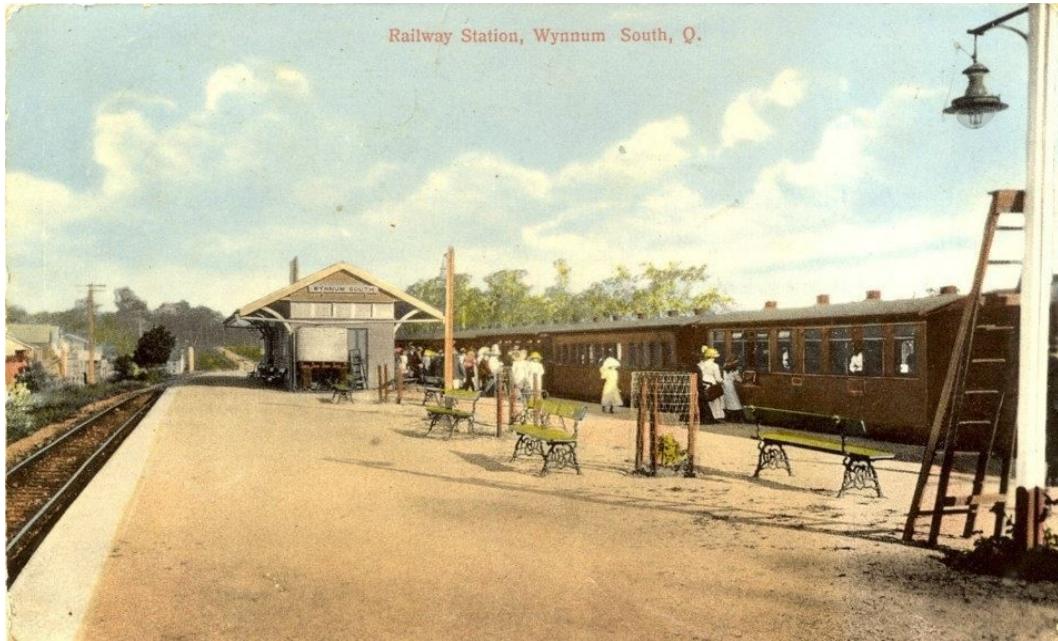


Above: A postcard of the Albert Railway Bridge completed in 1875.

Below: Caboolture rail station in 1906. The Caboolture railway line was completed in 1888.



ROADS AND RAILWAYS



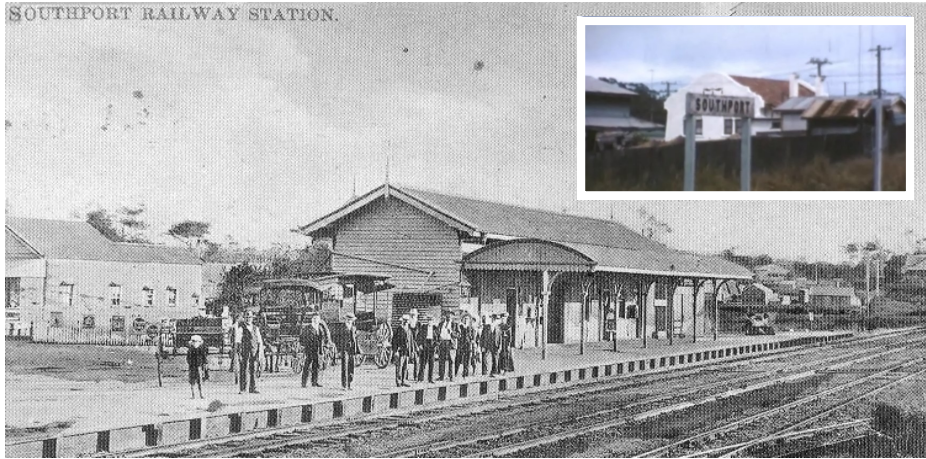
Above: Wynnum Station around 1900. **Below:** Sunnybank rail station soon after the Beenleigh line was completed in 1885. **Inset:** Workers constructing the Beenleigh line.



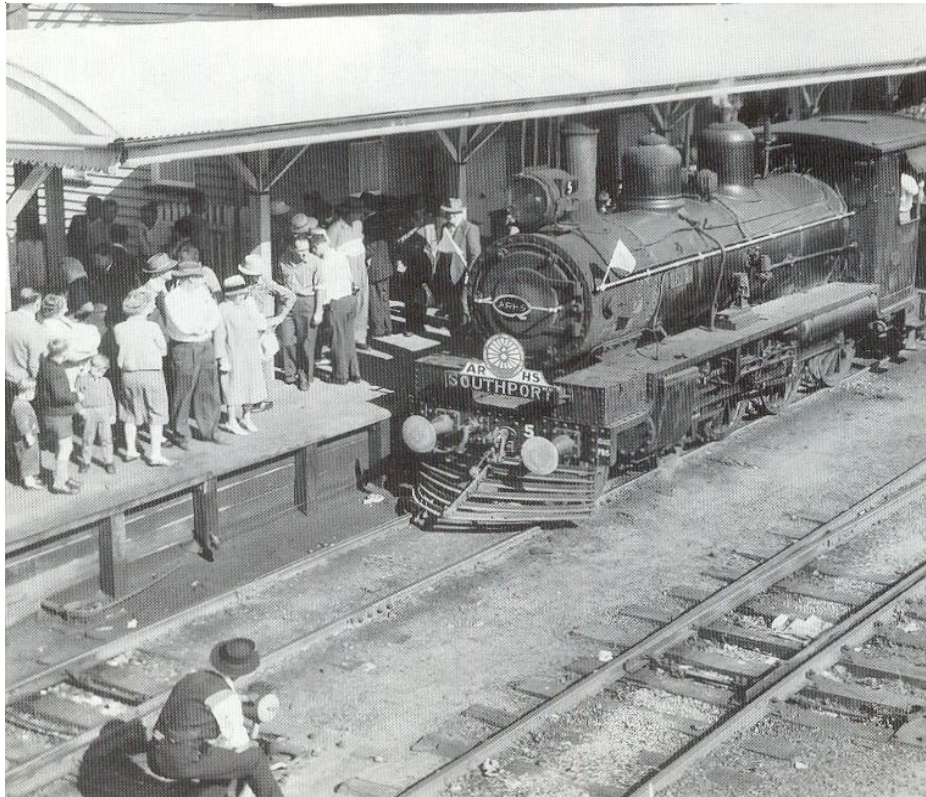
Above: South Brisbane rail station around 1900.

Below: The opening of the Beenleigh railway line completed in 1885.





Above: The original Gold Coast line roughly followed the course of the Pacific Highway with a diversion to Southport (1889), back to Nerang and then onto Tweed Heads (1903).
Below: The last train to Southport in 1964.



Above: Nerang rail station has been preserved and relocated to a local museum after the original Gold Coast line was closed in 1964. **Below:** Mudgeeraba rail station on the original Gold Coast line.



ROADS AND RAILWAYS



More images of the original Gold Coast line—Crossing Tallebudgera Creek (**Above Left**), Currumbin rail station (**Above Centre**), Tugun rail station (**Above Right**).



The original Gold Coast line—Approaching Tugun station (**Above Left**), a train passes Bilinga (**Below Left**), a Tweed Heads train (**Above Centre**), Tweed Heads rail station (**Above and Below Right**).





1900
COBB & CO. COACH
SOUTHPORT

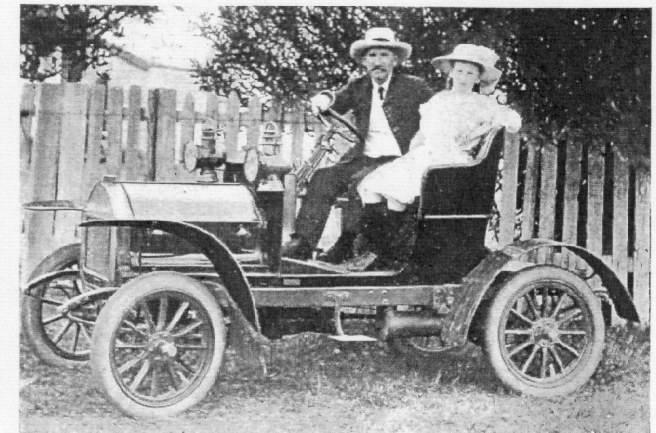


Before the car came along around 1900 railways were all the rage expanding all over. The only alternative was horse and buggy **(Above Left and Right)**. **Below Left:** Where rail and trams didn't reach there would be horse drawn coach services like this omnibus to and from Aspley. **Below Right:** The first cars seen in Brisbane around 1900.



THE FIRST STEAM CAR.

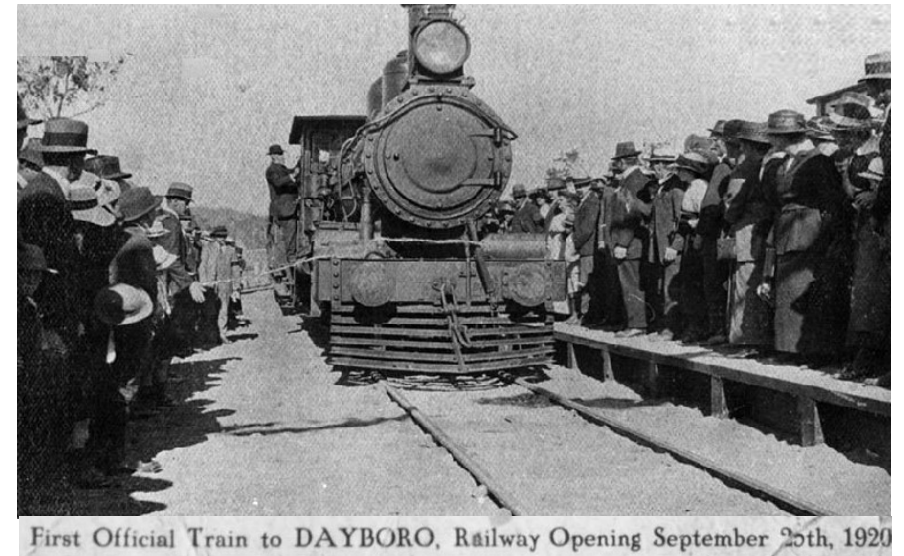
The first steam car was introduced in Brisbane in 1900 by Mr. James Trackson of Newmarket who is seen in the car with his first wife. To conform to the regulations of those days it was necessary for a man to walk in front with a red flag, while Mr. Trackson found it advisable to have somebody to jump out and hold horses' heads as he passed in the car. A deputation wait-



THE FIRST MOTOR CAR.

ed on the then Home Secretary to stop the car from travelling in the streets—it was stated to be a menace to public safety!

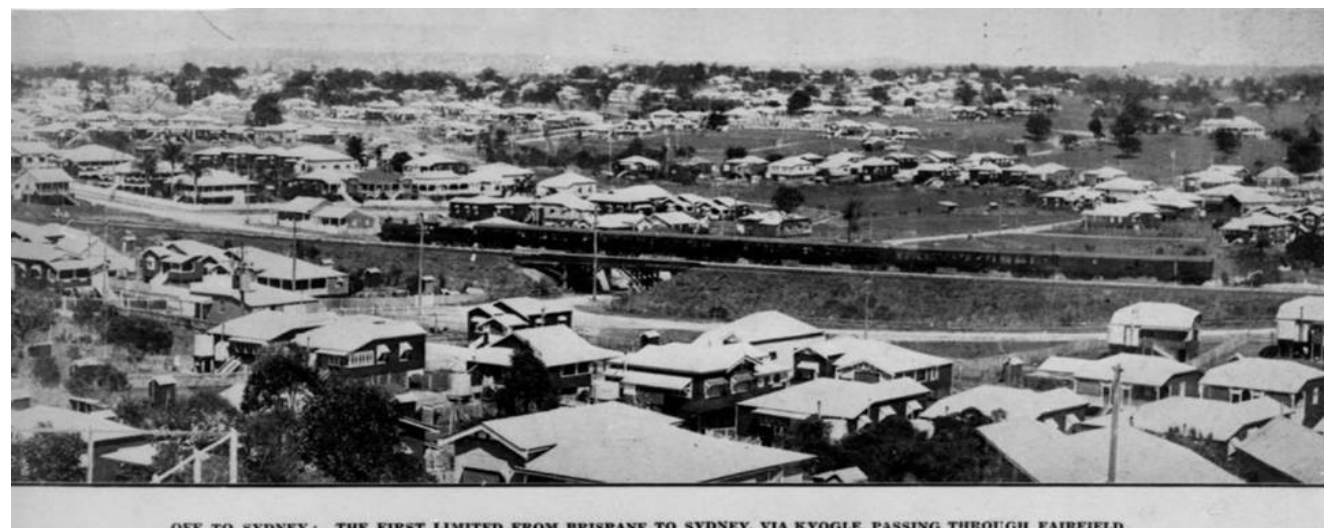
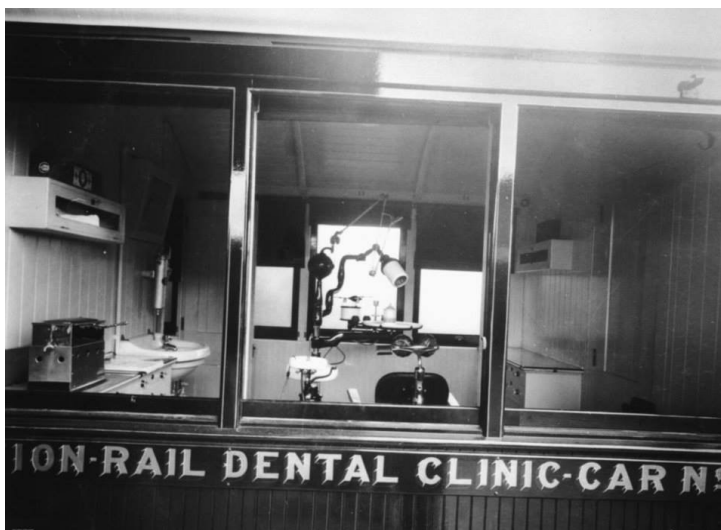
Mr. James Trackson also drove the first motor car in Brisbane—he is in the car with his daughter, Winifred. The car was a 2-cylinder De Dion Bouton with internal combustion motor.



Above Left: The Belmont Shire built a tramway in 1912 from Bulimba Creek to Norman Park, via Carina and Seven Hills. It was motivated by a desire for better transport and the prospect of land subdivisions. The latter did not come to pass as hoped, and the tramway had a life of 14 years, closing in 1926. While called a tramway it looks more like a train than a tram.

Below Left: A dental rail car for rail staff.

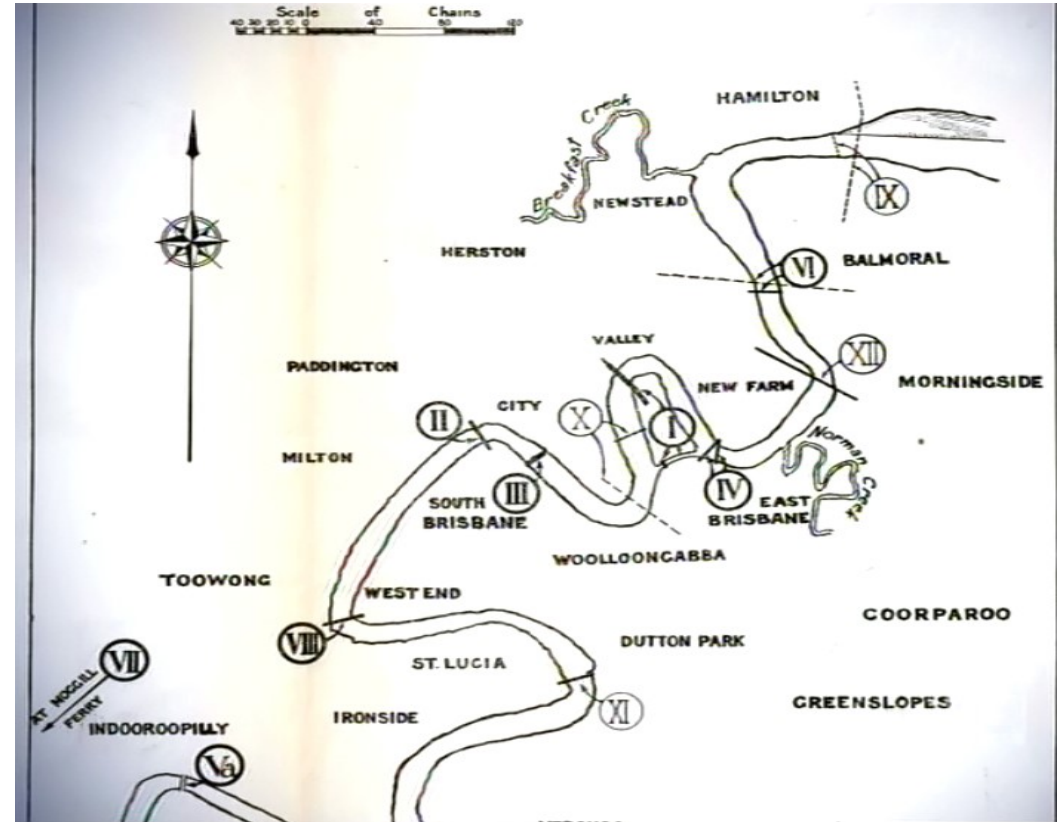
Below Right: The interstate rail to Sydney was finally completed in 1930.



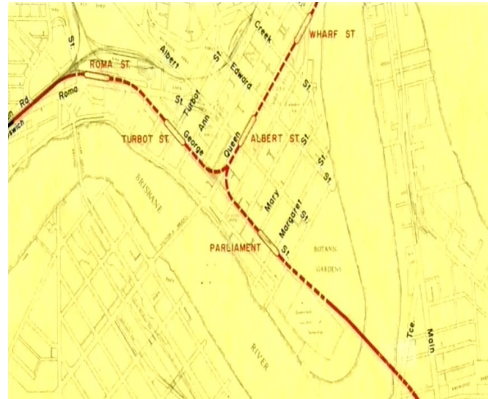
ROADS AND RAILWAYS



Before and after the CBD's streets were sealed with bitumen as cars came more common. **Above** is a photo around 1915 from World War I and **below** is a photo from the late 1920's as the City Hall is being built soon after the creation of the Greater Brisbane council in 1925.



Above: After the Greater Brisbane council was formed in 1925 a plan for future bridges suggested the bridges noted here. To this day (**Below Right**) we lack car bridges proposed at St Lucia, West End, New Farm and Balmoral. **Below Left:** Around the same time an underground railway was proposed along George Street and up Queen Street including a station near the Riverside Centre.



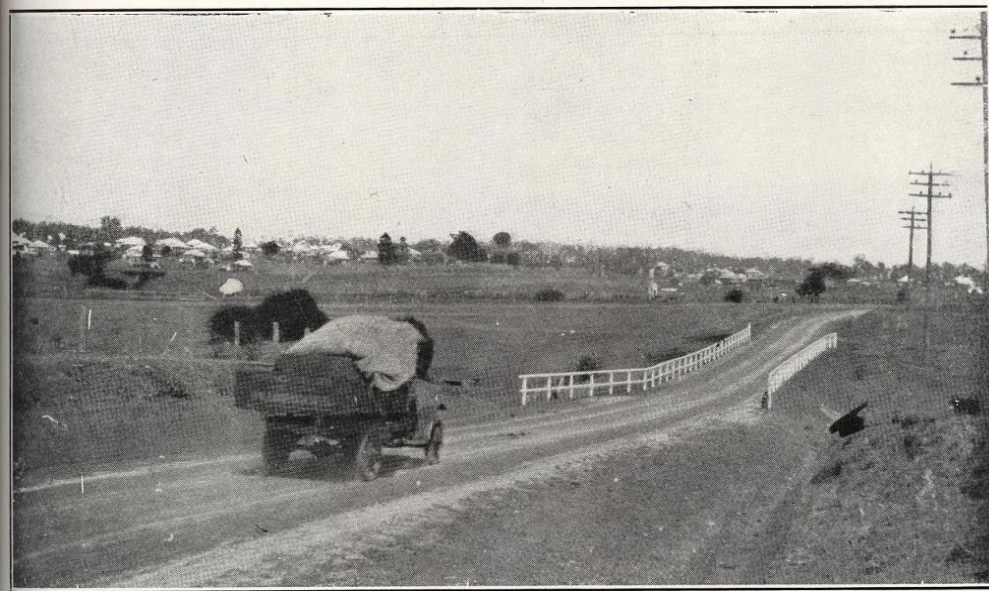


PLATE 16.—BRISBANE-IPSWICH ROAD (NEAR GOODNA).
Regrading and metalling and replacement of burned-out bridge by fenced embankment and reinforced concrete culvert.



PLATE 171.—WATERFORD SHIRE—NEW ENGLAND HIGHWAY (BRISBANE-MOUNT LINDESAY SECTION).
A section between Brown's Plains and the McLean Bridge.

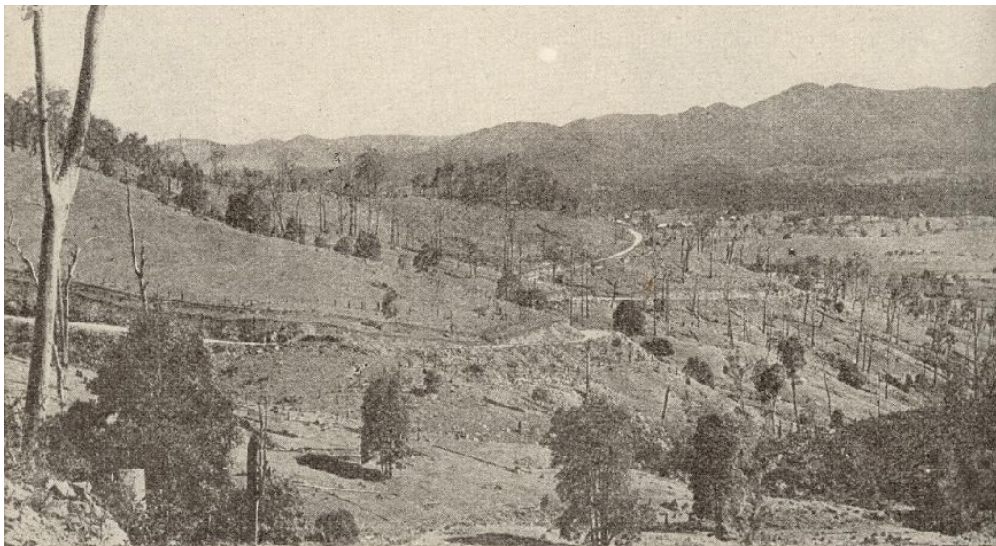


PLATE 155.—PINE SHIRE—NORTHERN HIGHWAY.
Showing the grading of the Mountain section between Davboro' and Mount Mee

Below: Workers constructing the road up to Mount Nebo in 1931.





Above Left: Cement road surface being laid, possibly Samford Rd, Mitchelton, 1930.

Below Left: Logan Road was probably started as an aboriginal track and later called Slack's Track as it was used by William Slack to drive his cattle from Slacks Creek to market. It was sealed in 1931 up to the Loganholme Bridge which was opened in the same year (**Below Right**). The road up to Mt Gravatt lookout was also sealed that same year.

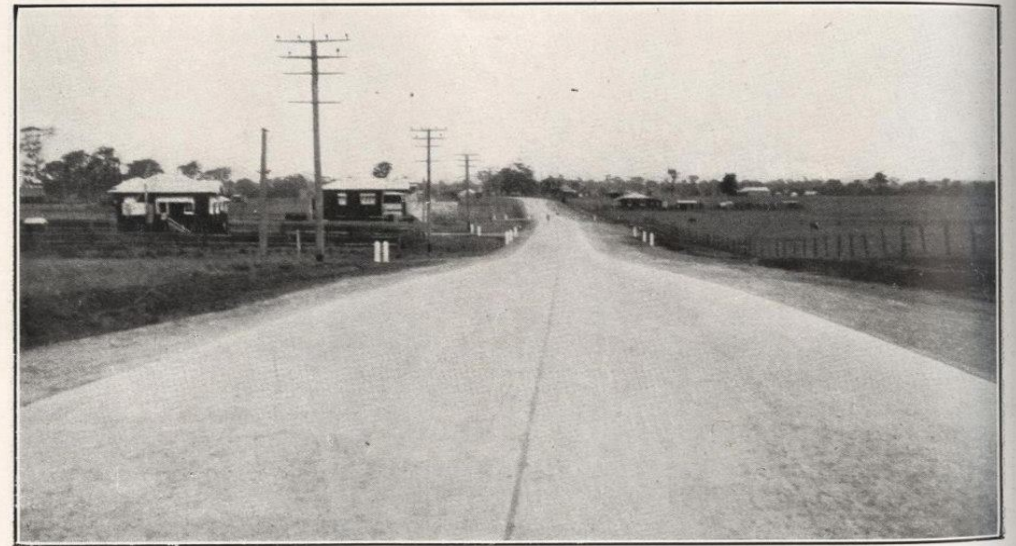
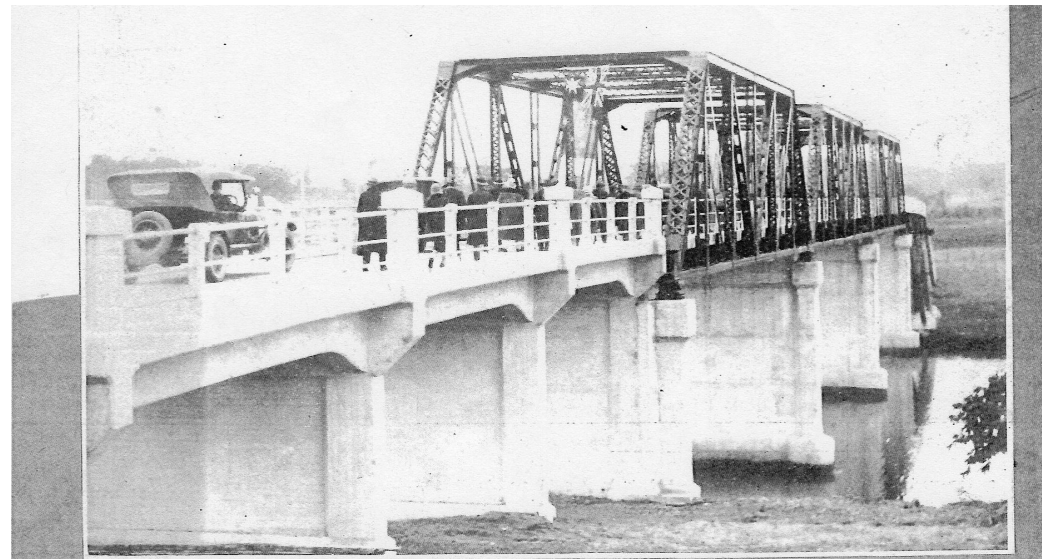


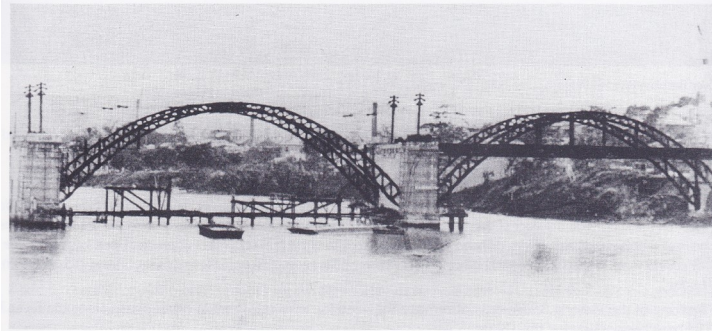
PLATE 218.

BRISBANE—TOOWOOMBA ROAD. 20-FEET CONCRETE SECTION AT MOOROOKA, NEAR BRISBANE.
This appears to be where the Magic Mile is today with all its auto dealers.

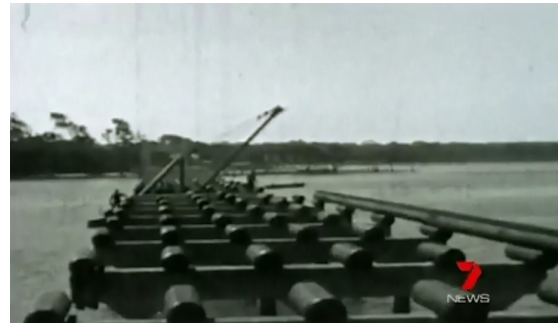


The new Loganholme Bridge over the Logan River,
officially opened on Saturday.

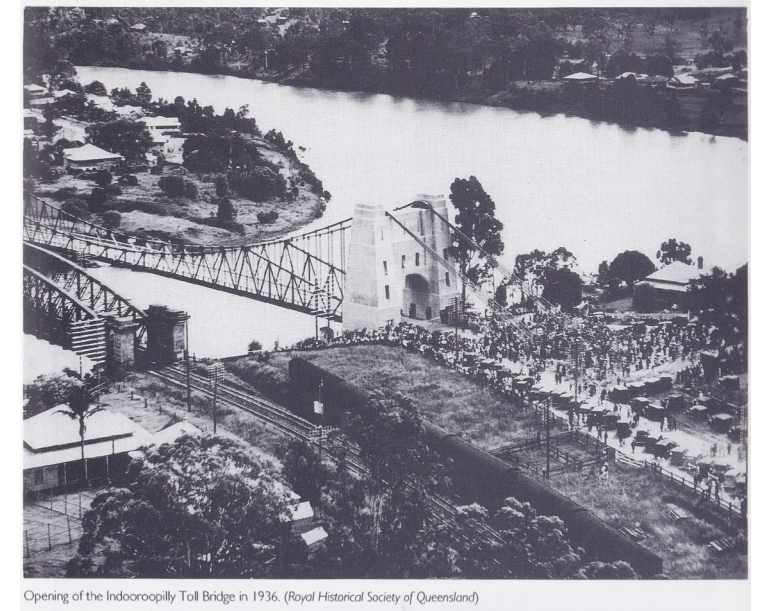
ROADS AND RAILWAYS



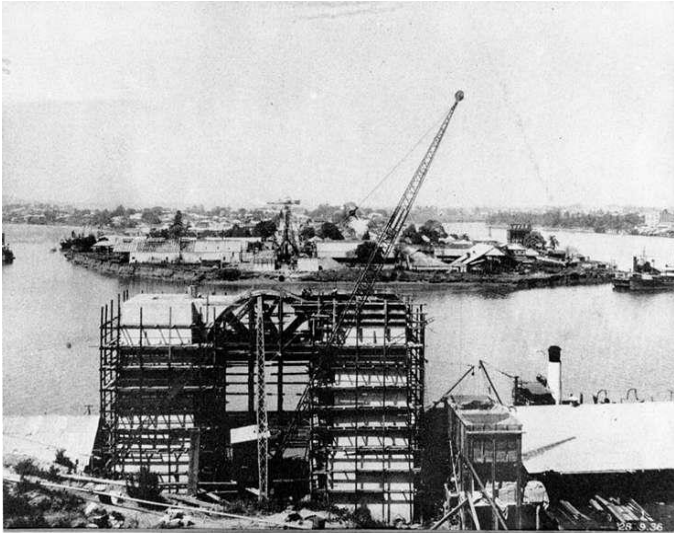
The William Jolly Bridge under construction in 1930. It was opened in 1932.



Above and Left: The Hornibrook Bridge (Highway) connecting Brighton with Redcliffe was Australia's longest bridge at 2.7 km when opened on 14 October 1935. **Below:** The Walter Taylor Bridge at Indooroopilly being opened on 14 February 1936.



Opening of the Indooroopilly Toll Bridge in 1936. (Royal Historical Society of Queensland)



BRISBANE RIVER BRIDGE
NORTHERN MAIN PIER AND SOUTHERN APPROACH KANGAROO POINT
1936 - 1937



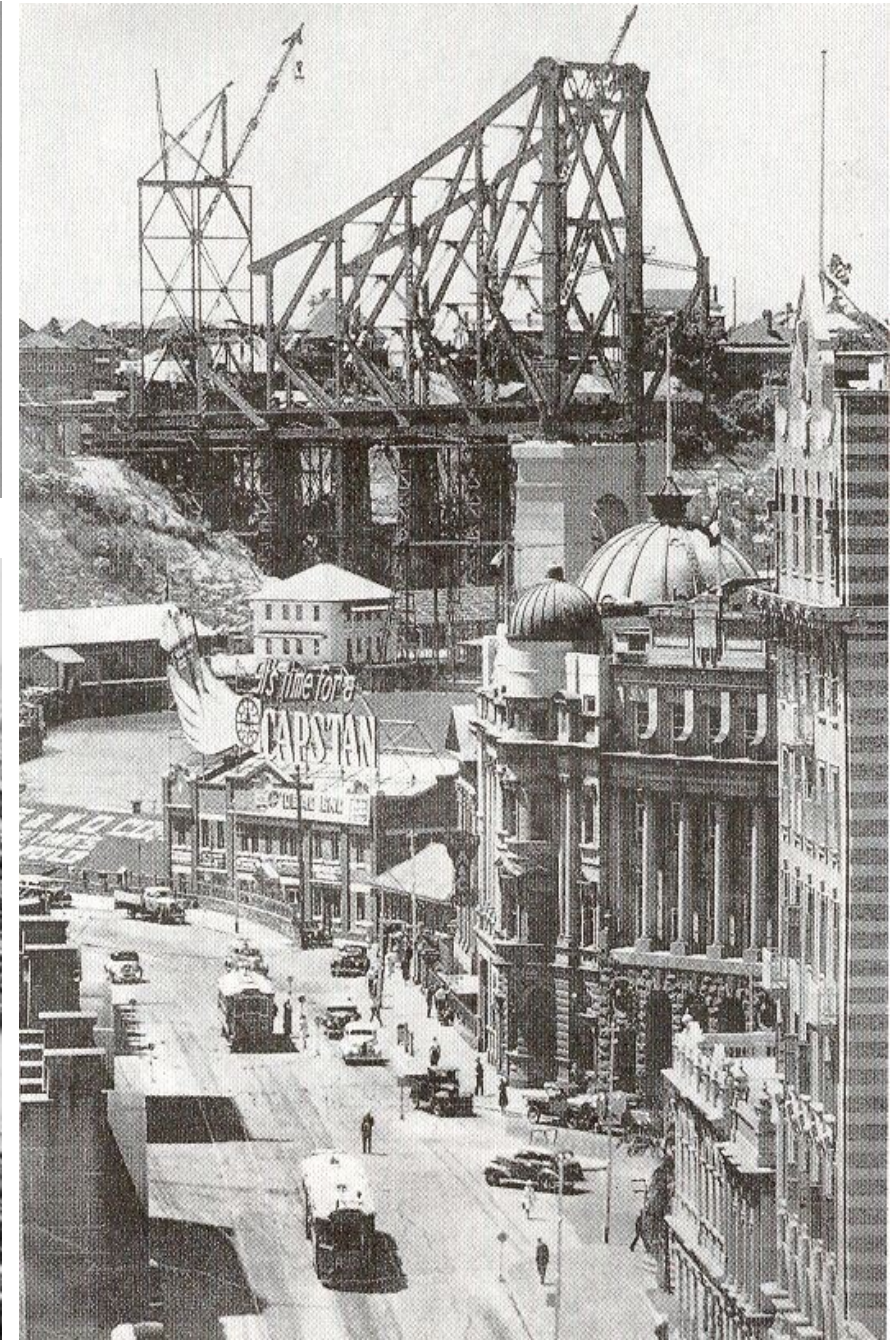
Above Left and Centre: The northern pier of the Story Bridge near completion. **Above Right:** The southern approach to the Story Bridge under construction near the Story Bridge Hotel. **Below Right:** Workers high above constructing the Story Bridge.

Below: An aerial view of the Story Bridge's southern piers and the bridge going on them.



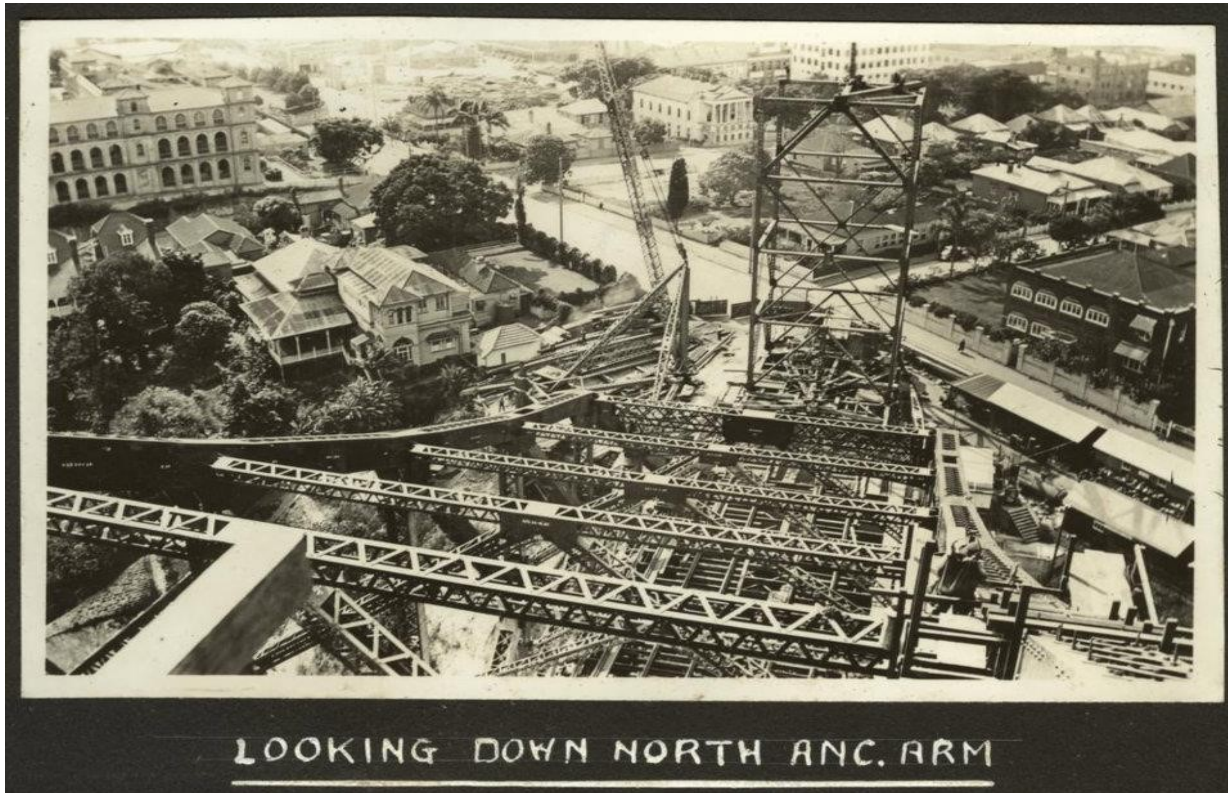


Above Left and Centre: The southern approach to the Story Bridge being constructed. **Right:** The steel cantilever frame dominates the view from Queen St. **Below Left:** An aerial view of the bridge under construction.





Above: Construction workers fearlessly walk across the frame of the Story Bridge in the days before occupational health and safety. **Below:** Looking down from the top of the Story Bridge back to the Valley before houses were resumed and roads realigned. **Right:** The view from the top of one side shortly before the two sides were joined.

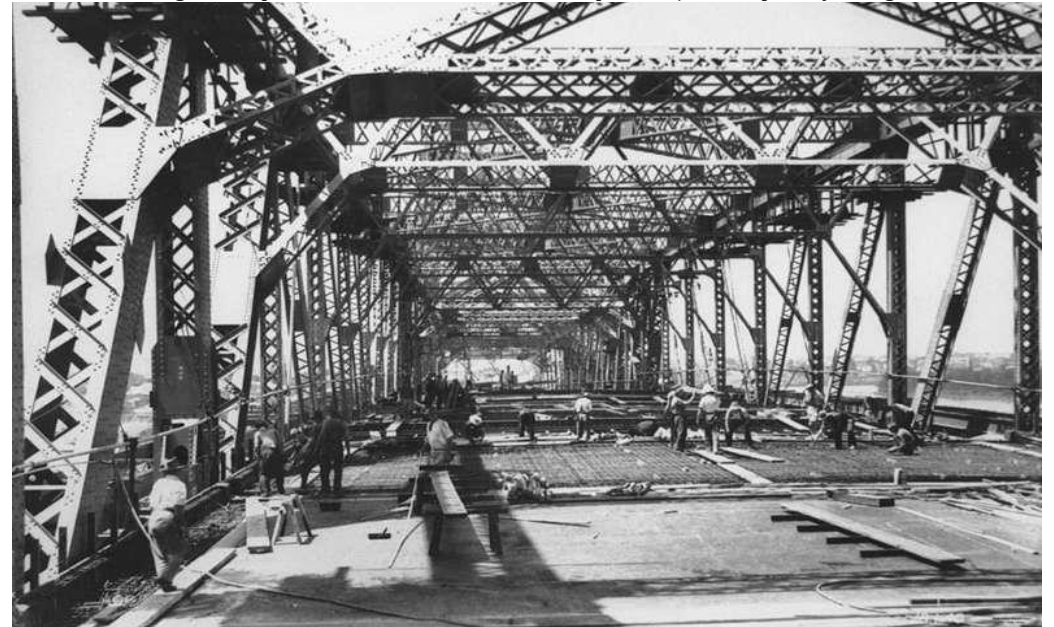




Above: The view from Bowen Terrace shortly before both sides of the Story Bridge were joined.
Below: Story Bridge designer, Jim Bradfield (right), inspects progress on the Story Bridge.

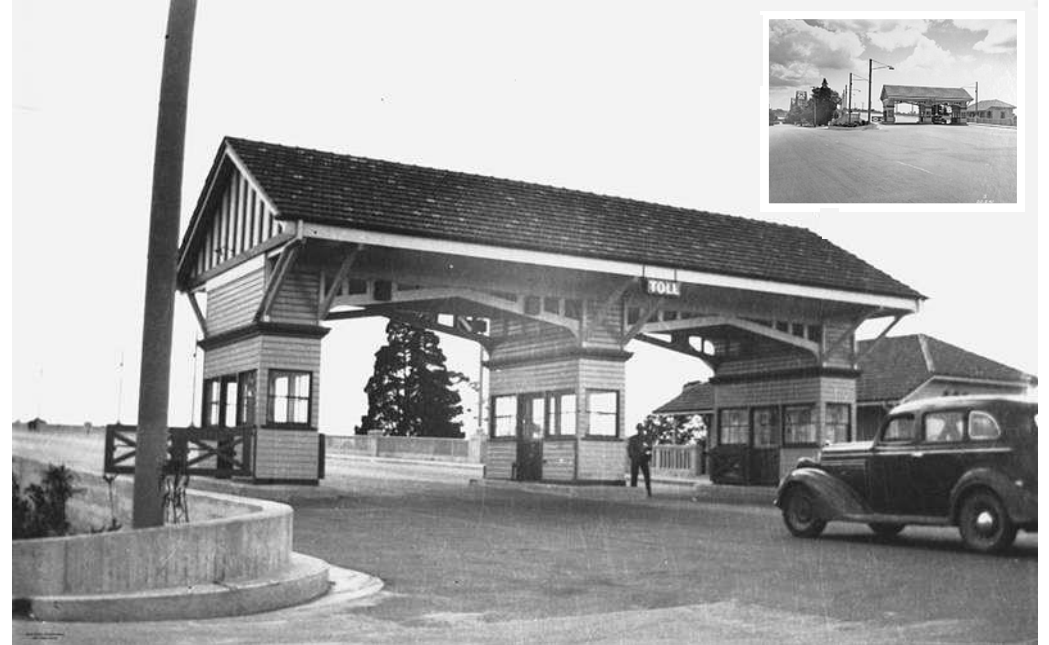


Above: The two sides of the Story Bridge were joined on 28 October 1939.
Below: Working on the platform for the road to be laid upon the joined up Story Bridge.





Above: Looking down from the Story Bridge to the southern approach to the Bridge.
Below: The northern approach to the Story Bridge under construction.



Above: The Story Bridge opened on 6 July 1940. Toll booths at the southern end collected 6 pence per vehicle for 7 years before their removal. **Below:** Roadwork on nearby Bowen Terrace.



Mountains to Mangroves Corridor Camp Mountain Railway Disaster

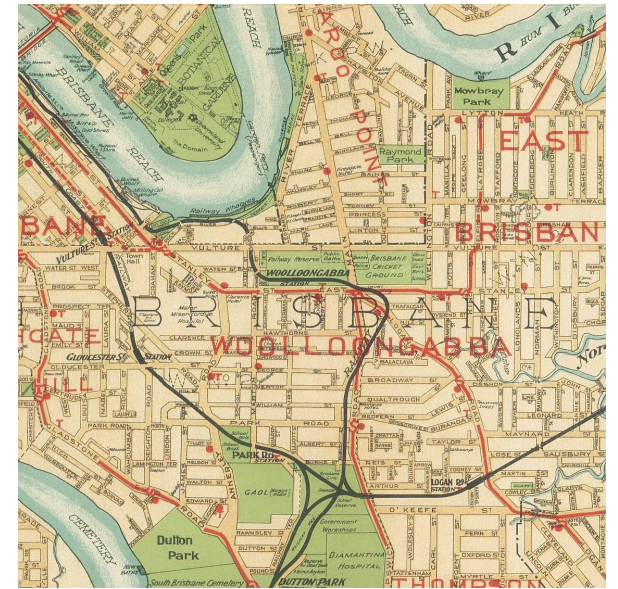
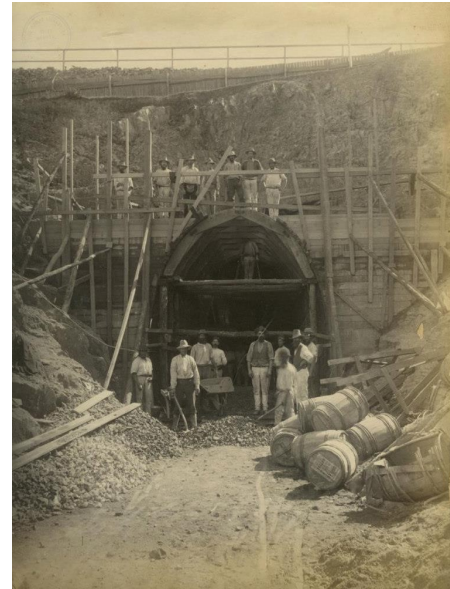
On Labour Day morning, 5 May 1947, Customs Department staff and their families left Brisbane Central Railway Station for a holiday picnic at Closeburn. After short stops at Mitchelton and Ferny Grove stations, the seven carriage train began the slow climb over Camp Mountain Knob.

Downhill from the knob, the train gathered speed and started to sway alarmingly. Heading into a left-hand curve 20mph too fast, the locomotive tender overturned, pulling the locomotive off the track and into an embankment. The first two carriages telescoped into the overturned locomotive. In Queensland's worst train crash, 16 travellers died - including the driver and firemen - and over 30 were injured.

**PICNIC TRAIN SMASH KILLS 15
RESCUERS WORK
INTO NIGHT:**



ROADS AND RAILWAYS



Left: The railway network in the early 1920's including now closed lines such as South Coast, Beauresert, Canungra, Dayboro and the Belmont Tramway. **Above and Below:** The Woolloongabba coal train line and train yard that serviced the South Brisbane coal wharves which included a tunnel under Vulture Street before closed in 1969 just prior to the building of the Captain Cook bridge.



ROADS AND RAILWAYS



A steam locomotive, hauling a goods train bound for Woolloongabba Yard, waits for approaching FM car 465 from Salisbury to pass before crossing Ipswich Road, Woolloongabba, in May, 1961.
DRK

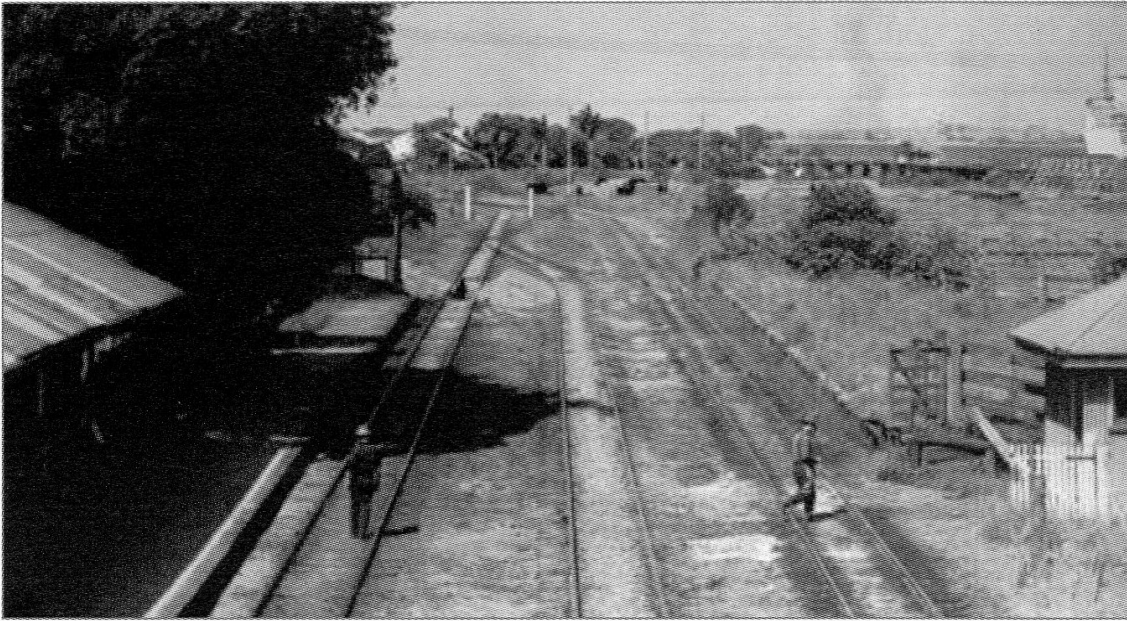
Below: A steam train crossing the Woollongabba Fiveways junction.



Above: A map showing the old Bulimba branch line that serviced the Teneriffe's wharves.

Below: The train line that serviced the Teneriffe's wharves where Skyring Terrace is today.

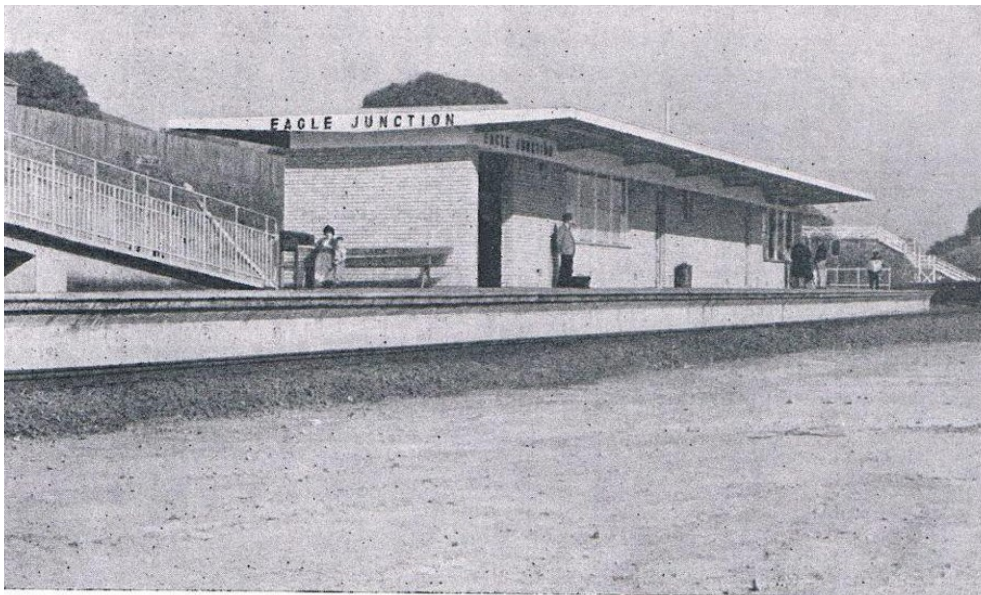




Pinkenba railway station, ca. 1935. Pinkenba railway served the port of Brisbane at the time.

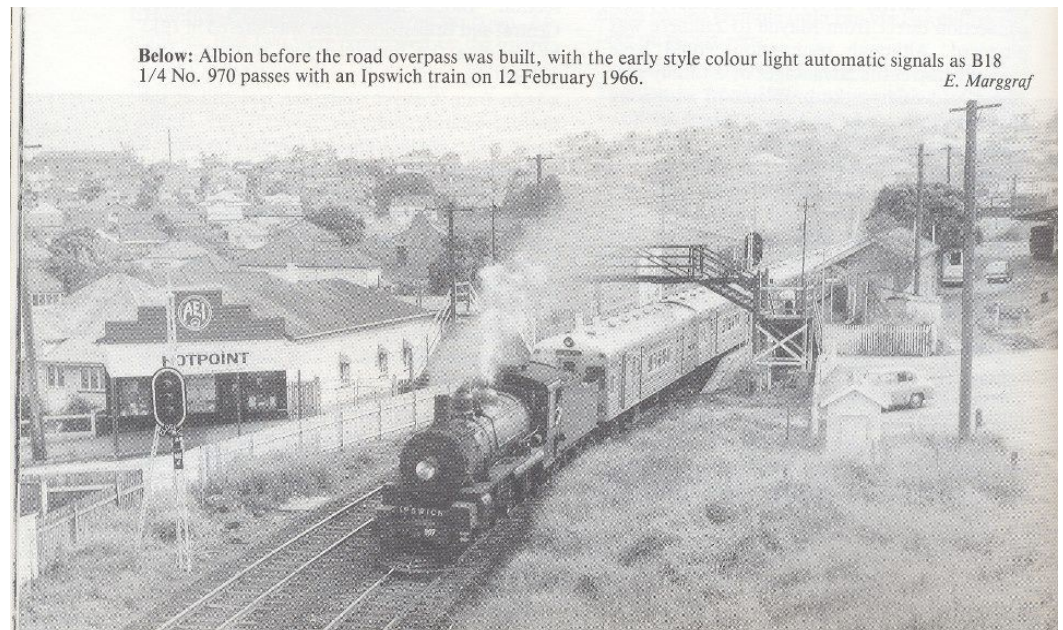


Above: Bowen Hills rail station around the 1950's.



New Station, Eagle Junction.

Below: Albion before the road overpass was built, with the early style colour light automatic signals as B18 1/4 No. 970 passes with an Ipswich train on 12 February 1966.
E. Marggraf



ROADS AND RAILWAYS



Above Left: Steam trains pulling out of Roma Street station. **Above Right:** A steam train passes Fairfield. **Below Left and Right:** Steam trains around the early 1950's at Central Station. The church in the right photo was a casualty of the extension of Turbot Street in the 1970's.



ROADS AND RAILWAYS



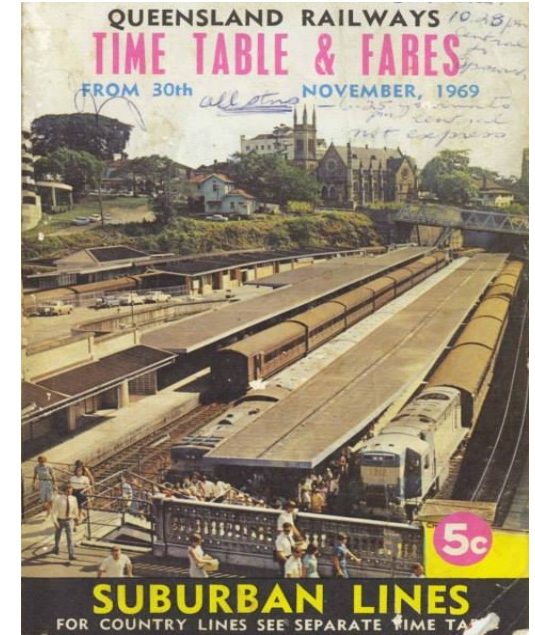
Above: A high shot of Central Station in the 1950's. **Below:** The Roma Street freight train depot which relocated to Salisbury allowing for the construction of the Roma Street Parklands (2001).



Above: Another photo of Central Station from the 1950's. **Below:** Central Station around 1970.



ROADS AND RAILWAYS



Above Left: South Brisbane station in the early 1970's. **Above Centre:** South Brisbane station from the air with the interstate terminus which relocated to the Transit Centre after the Merivale Bridge crossed to the City. **Below Left:** Diesel trains replaced steam in the 1950's shown here at Central Station. **Below Right:** Chelmer station in 1972.



ROADS AND RAILWAYS



Above Left: Boxing Day traffic jam through Beenleigh in 1956 when the old Pacific Highway still went through Beenleigh. **Left Centre:** The old Pacific Highway turn from City Road to Main Street. **Below Left:** The Pacific Highway on the way to the Gold Coast in 1959. **Below Centre:** An early plan for a riverside expressway. **Above and Below Right:** In 1960 a great many roads were still unsealed like Toohey Rd (above). Clem Jones aggressively led the way to bitumen most of Brisbane's streets.



Seville Road (1954)



Cavendish Road (1955)



Above Left: The Logan River was bridged at Waterford in 1954. **Above Right:** Construction of the Albion Road overpass in 1961. **Below Left:** The Centenary Bridge was built in 1964 financed by Centenary Estates and duplicated in 1987. The Centenary Highway connected to Ipswich Road in the late 1960's **Below Right:** A ship jams up against the Centenary Bridge in the 1974 floods. It was blasted and sank.



ROADS AND RAILWAYS



Above Left: An electric trolley bus connected to overhead power lines by swivelling cable arms here seen on Elizabeth Street. They went out with the trams in 1969. **Below Left:** A trolley bus approaching the Story Bridge. **Above Right:** The bus interchange at Woolloongabba built after the South East Freeway's first section was completed. **Below Centre:** A huge number of buses were bought to replace the trams in 1969. **Below Right:** One of the many "bendy-buses" seen in the City for several years before phased out, possibly due to the high skill needed to drive them.



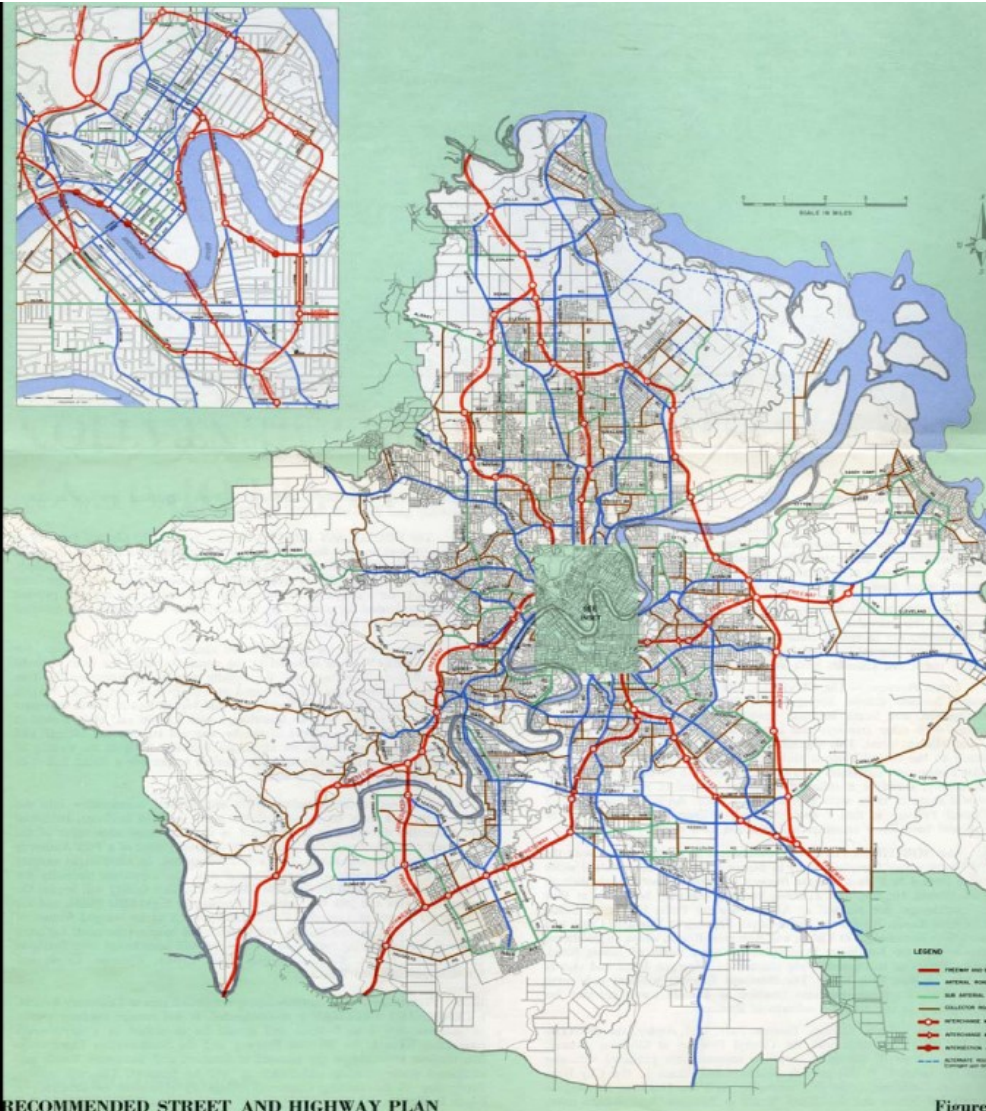
Below: American transport consultants, Wilbur Smith, were hired by the Brisbane City Council to come up with a transport plan for the city in 1965 and recommended the construction of a massive network of freeways through the city as well as closure of the tram and much of the train network. From the recommendations seen below, some freeways/motorways were constructed. Those completed were the Captain Cook Bridge (1972), Riverside Expressway (1976), Bruce Highway deviation (1977), Western Freeway (1984), South East Freeway (1985) Gateway Bridge and Motorway connecting more north (1986), Ipswich Motorway (upgraded from highway in 1994), Inner City Bypass (2002) and the Go-Between Bridge (2010).

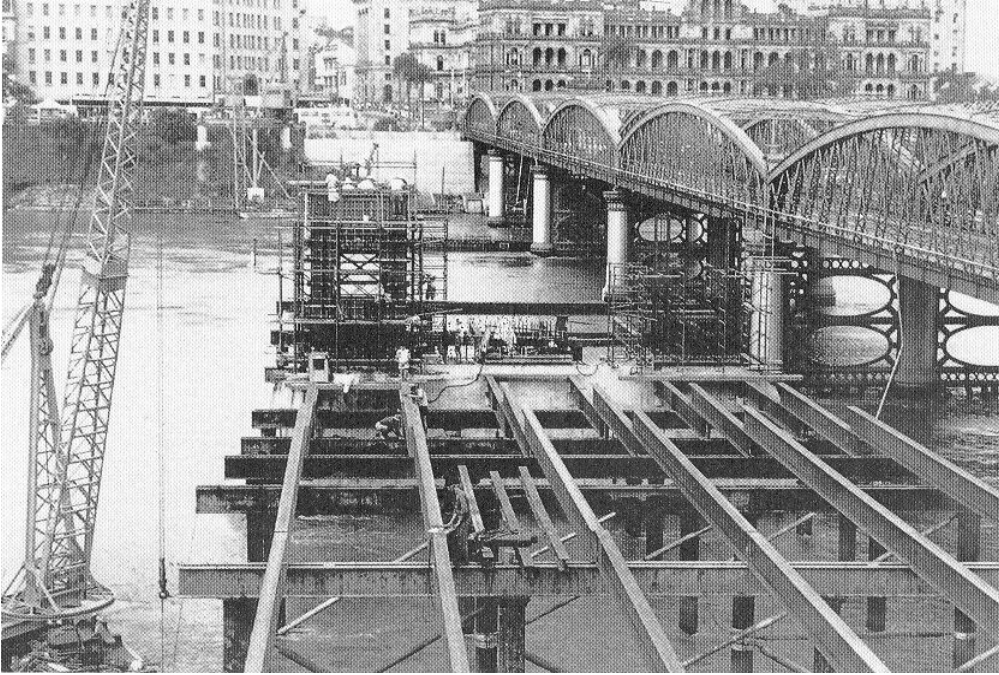
Those freeways which missed the cut were the Northern Freeway (New Farm to Carseldine), Central Freeway (Woolloongabba to New Farm), New Farm to Botanic Gardens freeway, South Brisbane Freeway (Hale Street to Woolloongabba), Northwest Freeway (Herston to Carseldine —the State Government still owns the land for the northern half of this from Everton Park), Eastern Freeway (East Brisbane to Tingalpa) and Moggill Freeway (Kenmore to Moggill—presumably including a Moggill Bridge).

Liking the Unloved: Brisbane Riverside Expressway

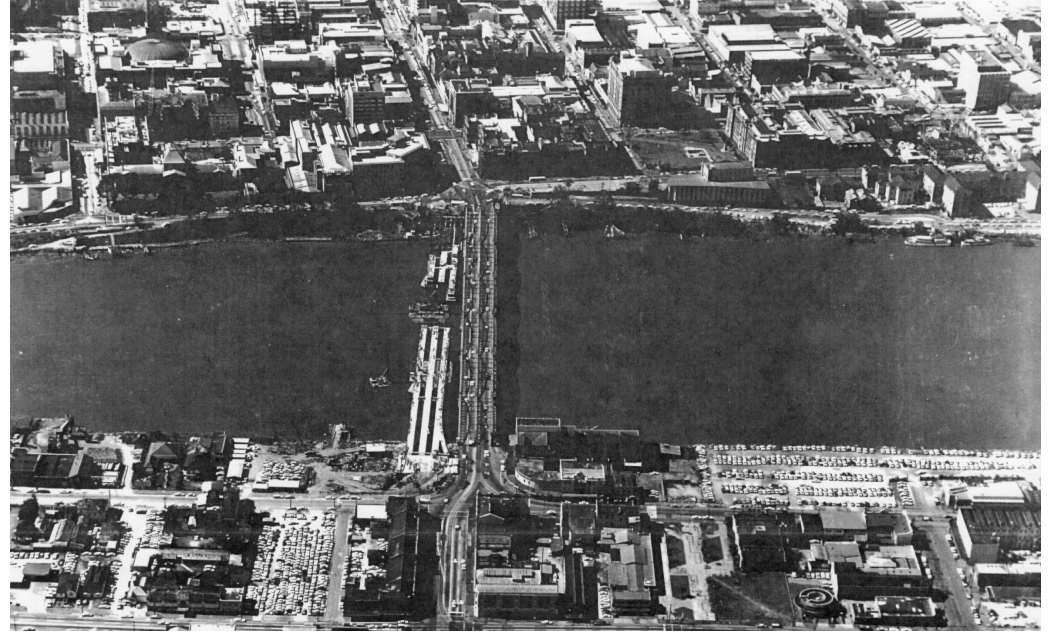


Brisbane
Transportation Plan 1965
Street and Highway Plan





Above and Below: Some photos showing construction of the new Victoria Bridge which was completed in 1969. It wasn't designed to carry trams. The tram network closed in 1969.

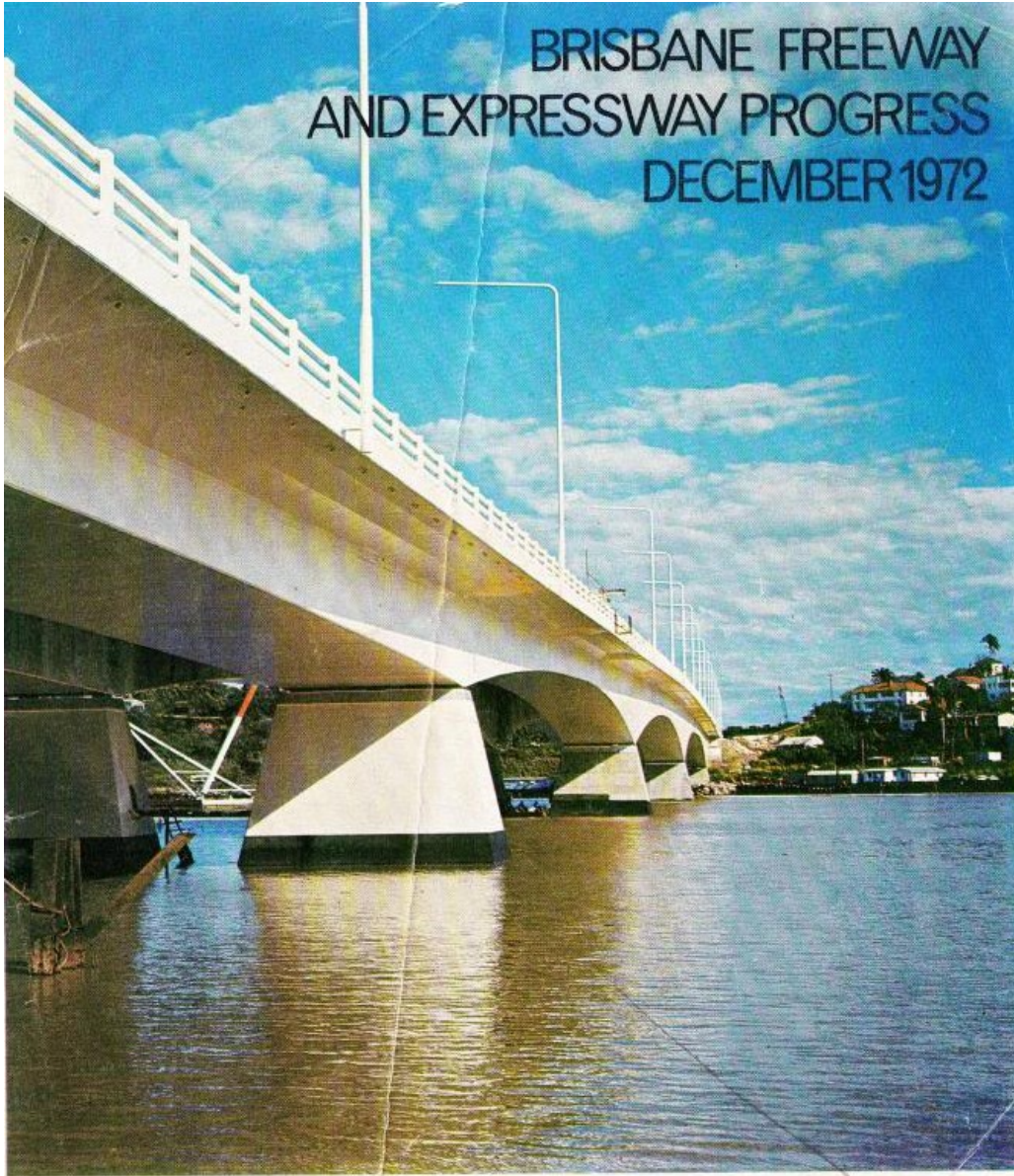


ROADS AND RAILWAYS

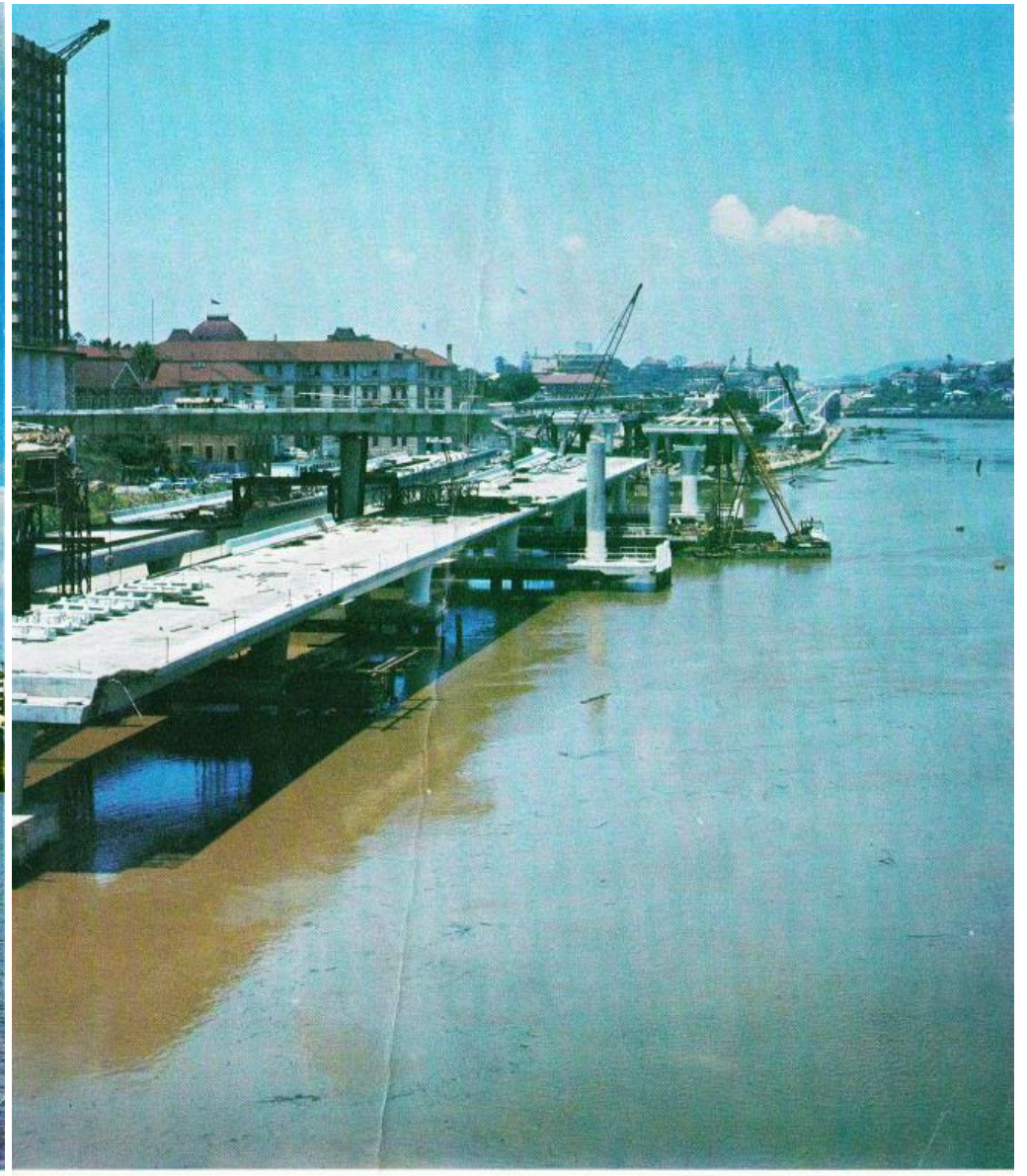
Below: Some photos showing the construction and opening of the Captain Cook Bridge which was opened on 13 December 1972. In the top centre notice the bridge follows the path of the old rail tunnel.



BRISBANE FREEWAY
AND EXPRESSWAY PROGRESS
DECEMBER 1972



CAPTAIN COOK BRIDGE



RIVERSIDE EXPRESSWAY

NEW FREEWAY SIGNS



INNER CITY FREEWAY DEVELOPMENT



PRIDE IN FREEWAY APPEARANCE



PEDESTRIAN BRIDGE. SOUTH-EAST FREEWAY



INTRODUCTION

by the
Minister for Mines and Main Roads
the Hon. R.E. Camm, M.L.A.

Queensland's last decade has been one of astonishing prosperity and progress. Nowhere has this been more evident than in Brisbane where almost overnight a realistic concept of Freeway construction has emerged to meet our road transportation needs for the next 20 years.

By the end of 1973 the Brisbane public will be able to enjoy the most advanced Freeway and Expressway network in Australia and know that other major projects are about to begin or are being planned. Since the State Government approved the far-sighted Brisbane Transportation Report prepared by Wilbur Smith and Associates in 1965, the Main Roads Department has proceeded with the design and construction of projects in excess of \$47 million. This work has been greatly facilitated by Commonwealth grants for urban road construction.

In addition, detailed designs of projects totalling over \$100 million are well under way and investigations and preliminary designs of Freeway schemes totalling a further \$80 million are in hand.

I would like to emphasise the close co-operation that

has existed between the Main Roads Department and the Brisbane City Council which is developing separate sections of the plan, and to acknowledge the very fine standard of design and construction achieved by members of the Main Roads Department and the Co-ordinator General's Department, Consulting Engineers, Contractors and many others.

You may rest assured the Main Roads Department is constantly updating the Study to cater for the ever-changing pattern of the City's transportation requirements and is giving full consideration to aesthetic and environmental standards and measures to involve the public in minimum inconvenience.

Finally, I would like to acknowledge the help and co-operation received from Press, Radio and Television in keeping the public informed of progress and to thank members of the public who have accepted some personal inconvenience and hardship because of the construction of these major works.

The Riverside Expressway

This \$26.7 million project, 1.7 miles long, incorporates an Expressway and the Captain Cook Bridge.

The Expressway of 1.5 miles is being built as a viaduct along the north bank of the Brisbane River and connects the southern suburbs to the Central Business Area and beyond via the Captain Cook Bridge and South East Freeway.

Running parallel to North Quay, the major works will connect with Herschel, Turbot, Ann, Elizabeth, Margaret and Alice Streets in the City and Stanley Street in South Brisbane. The section between Margaret and Alice Streets to Stanley Street will be opened to traffic early in 1973 and other sections later in the year.

McDougall-Ireland Pty Ltd is responsible for the major part of the contract extending from Alice Street to Herschel Street and involving a complex system of off and on ramps and Expressway lanes for through traffic. Wharves for existing tourist launch services are incorporated in the substructure of the Expressway just downstream from the Victoria Bridge. John Holland (Qld) Pty Ltd has completed a section from the Captain Cook Bridge to Alice Street, and Transfield (Qld) Pty Ltd is constructing the southern \$2.5 million project between the Bridge and Stanley Street including a bus tunnel, the Vulture Street Overpass and twin Stanley Street Bridges.

Captain Cook Bridge

In mid 1968, Transfield (Qld) Pty Ltd began building this 1,800 feet long Bridge consisting of two individual three lane sections, designed by the former Structures Branch of the Co-ordinator General's Department.

The \$7.67 million project, completed in November 1972, links the southern and northern ends of the Riverside Expressway and South East Freeway and will greatly assist City traffic currently depending on Victoria, William Jolly and Story Bridges. Its central span of 600 feet over the navigable river channel is the third largest prestressed concrete girder span in the world.

Turbot Street Extension

In conjunction with the Main Roads Department Freeway Construction Programme, the Brisbane City Council has assumed responsibility for this 0.5 mile inner City project costing \$4 million.

When completed in early 1974, it will form a one-way

north-bound connection from the Riverside Expressway to Wickham Street, The Valley running parallel to Ann Street on which traffic will become one way south-bound.

The extension being built by McDougall-Ireland Pty Ltd, north from Edward Street will be partly elevated beside the Council Parking Station and will comprise a grade separation at Creek Street and Wickham Terrace.

The Brisbane City Council is building the other sections to Wickham Street, The Valley with its own work force.

Western Freeway

The two lane first stage of the 1.3 mile Western Freeway from Mt Coot-tha Road to Taringa Parade was built by Leighton Contractors Pty Ltd for the Brisbane City Council at a cost of \$281,000.

It was completed in 1970 and as a bypass of Toowong and Taringa Shopping Centres is giving considerable relief to the growing Moggill Road traffic generated by suburban expansion and the Centenary Highway linking Ipswich Road.

Eventually, it is proposed to extend the bypass on a more direct alignment to Moggill Road.

Central Computer Control

An area traffic monitoring and control system employing an electronic computer is being developed in conjunction with Freeway construction to control and co-ordinate traffic on the Freeways and the City street system near ramp terminals.

The system will be based on control techniques developed from the Department's experience in operating the pilot scheme which has been in operation in Surfers Paradise for some time.

A recently completed control centre in Hawthorne Street, Woolloongabba will be used initially to regulate traffic on the Riverside Expressway, South East Freeway and adjacent areas. The equipment includes a computer, closed circuit television and emergency telephone network.

Emergency Freeway Aids

This is an additional aid to motorists who experience mechanical breakdowns or are involved in accidents. Help can be quickly obtained by using emergency telephones located at regular intervals along the Freeway and linked to the Control Centre.

South East Freeway (Stanley Street to Juliette Street)—F3

This four lane Freeway extends south from Stanley Street, South Brisbane to Juliette Street, Buranda, a distance of 1.5 miles. Together with the Riverside Expressway from Stanley Street to Makerston Street and including the Captain Cook Bridge, it forms a connection for Brisbane's southern suburbs to the Central Business District and beyond.

South-bound traffic will be able to join the Freeway by ramps at Stanley Street while vehicles travelling north will gain access at Cornwall and Juliette Streets. Construction was begun in 1969 by John Holland Constructions Pty Ltd. The Freeway is scheduled for completion by late 1972 at an estimated cost of \$10.3 million, including \$3.7 million for acquisition affecting 341 properties. It will be available to traffic early in 1973 and is expected to carry 35,000 vehicles per day. It incorporates 8 Bridges, a pedestrian overpass, rail tunnel and overall aesthetic planning including grassing of high embankments, landscaped with thousands of trees, many planted and proudly cared for by local residents.

Story Bridge Expressway

Construction of this impressive Expressway incorporating an overpass at the southern approach to the Story Bridge was completed in 1971 in a two project operation by Leighton Contractors Pty Ltd and Thiess Bros Pty Ltd. A six lane section extends from the Story Bridge along Main Street to the Shafston Avenue overpass and a four lane divided roadway extends along Shafston Avenue to Wellington Road, a total distance of 1 mile.

Work began on this project in July 1968. The total cost of \$3.1 million included design, resumption of 62 properties at a cost of \$1.1 million, relocation of service facilities and construction.

This project, the first to be completed under the Report recommendations included an aesthetically designed pedestrian bridge over Main Street, an overpass designed to minimise visual intrusion and landscaped embankments grassed and planted with shrubs.

On this section, daily vehicle flows on the Expressway have already reached 70,000.

Kemp Place

The significant improvements to this once congested intersection in Kemp Place were undertaken in two

phases at a cost of \$4 million, including \$0.4 million for resumptions, and extended over approximately 2½ years, becoming operative in October 1972.

Thiess Bros Pty Ltd firstly began reconstruction of the single lane inbound Ivory Street in July 1969 to enable Leighton Contractors Pty Ltd to commence work on a 480' outbound two lane tunnel from Boundary Street, beneath Kemp Place joining a circular interchange with unimpeded access to the Story Bridge and Valley areas.

Inbound traffic crossing Story Bridge can now either use Ivory Street to the City, a direct route through Kemp Place to Gipps Street, or an underpass to McLachlan Street, whilst outbound traffic from Ann Street and Gipps Street moves over the McLachlan Street overpass to the Story Bridge.

Special facilities provided include—a bus staging area, a pedestrian crossing of Kemp Place and priority Fire Brigade access, while the tunnel features special lighting, an automatic ventilation system, an emergency lane, non-glare paints and the most advanced type of safety railing.

The project has effectively distributed the traffic flow, even at peak periods, of over 70,000 vehicles per day.

Rocklea Overpass

The elevated Rocklea Overpass eliminated the serious bottle-neck on Ipswich Road which had frequently become untrafficable due to flooding of Rocky Waterholes Creek.

Built by Thiess Bros Pty Ltd, it is approximately 0.7 mile long and extends from Kenway Street to Franklin Street passing over a section of reconstructed interstate and State Railway lines.

The work was completed in late 1971 at a total cost of \$3.2 million including \$0.6 million for property acquisition.

The road under the new Railway Bridge was raised and better drainage facilities have provided greater flood immunity, particularly for traffic servicing the Brisbane Market complex.

Embankments of this project have also been planted with grasses to resist erosion. Shrubbery has been planted on the flatter slopes. The completion of the Overpass now provides a four lane Highway from Brisbane to Ipswich.

Environmental Consideration

The effect of Freeways on urban environment has been a major consideration in their location and design by the Main Roads Department.

The design of Freeways takes into account the probable effects on neighbourhoods, on shops, businesses, churches, schools and homes.

Attractive landscaping is a major urban area consideration. For instance, on the Riverside Expressway trees were retained where possible and others will be planted in landscaped areas.

Riverbank access under the structure has been maintained and a walk will be provided from the Botanical Gardens to North Quay.

Location of fences on the South East Freeway has provided park type areas. Local residents have assisted in planting trees and shrubs to enhance the area and reinforce the buffer zone between the roadways and homes.

Land Acquisition

Each proposed acquisition of land for Freeways in Brisbane has been preceded by the publication of a detailed Brochure setting out the individual land requirements. The Brochure contains procedures for acquisition, the dates when land is required, the basis of payment and information on settlement dates and financial arrangements.

Brochures for the South East Freeway from Juliette Street to Klumpp Road, Upper Mt Gravatt and for the Central and Northern Freeways from Harcourt Street, Teneriffe to Gympie Road, Kedron have been issued. \$3.2 million has been spent already on acquiring properties for these Freeways.

Jobs Under Design—No. 1 Central and Northern Freeways—F5

This recently announced \$45 million Freeway complex will provide access from the northern suburbs and Bruce Highway to the Central Business District. The 4.4 mile long project will extend from Harcourt Street, Teneriffe to Gympie Road, Kedron and will form a stage in the eventual construction of a Freeway bypassing the Central City and joining the Bruce and Pacific Highways via a proposed Bridge at New Farm.

It will follow the line of Enoggera Creek and the North Coast Railway and a proposal to utilise space beneath the raised Freeway in the Valley with warehouses and offices is being investigated.

A direct connection from the Northern Freeway to the new Domestic and International Airport complex in the Serpentine Area is also planned.

Acquisition of many of the 761 properties affected by the route have already been satisfactorily negotiated.

Jobs Under Design—No. 2 South East Freeway Extension

The next section of the Freeway to be built at a cost of \$6.5 million will extend from Juliette Street to Marshall Road, a distance of 2.1 miles.

The extension will consist of four lanes as in the recently completed first stage and will generally follow the line of Norman Creek in the Ekibin Area. There will be seven bridges and a major interchange at Marshall Road.

The extension forms part of an ultimate 10.5 mile link between Juliette Street and Slacks Creek and will serve the new Griffith University, expanding southern suburbs in the Upper Mt Gravatt region and Gold Coast.

Most of the 261 properties affected by the extension have been acquired and plans are ready for the early adjustment of the Ekibin Sports Reserve.



Issued by the COMMISSIONER OF MAIN ROADS.

S. G. REID, GOVERNMENT PRINTER, BRISBANE.

KEMP PLACE IMPROVEMENTS



STORY BRIDGE EXPRESSWAY

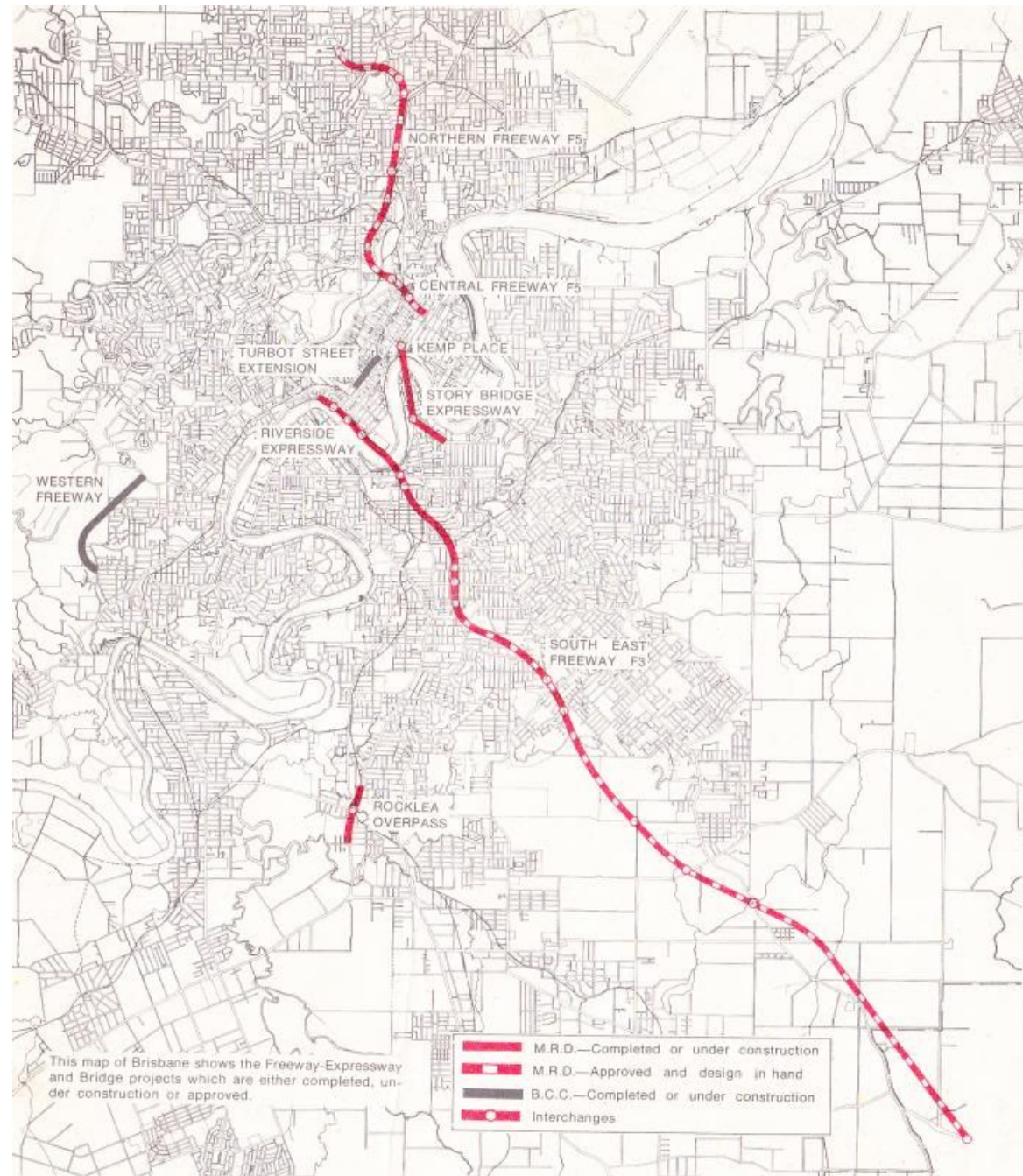
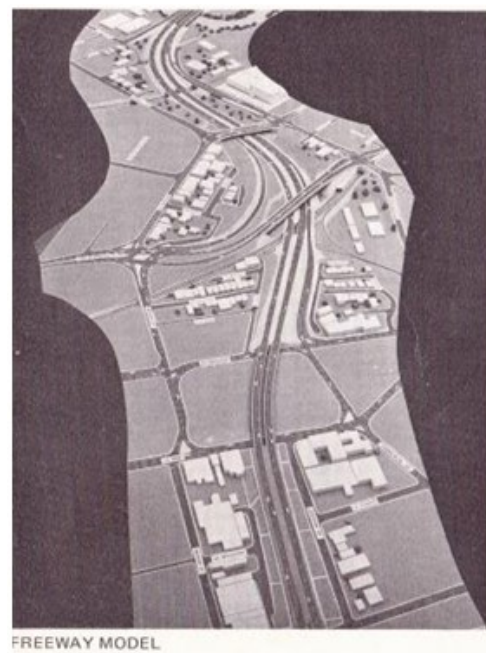
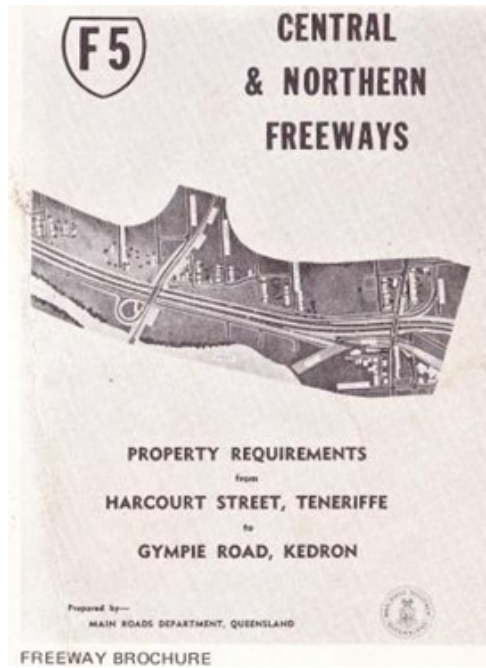


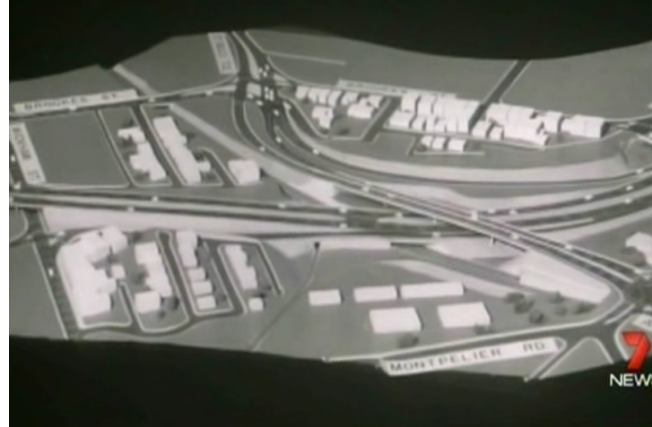
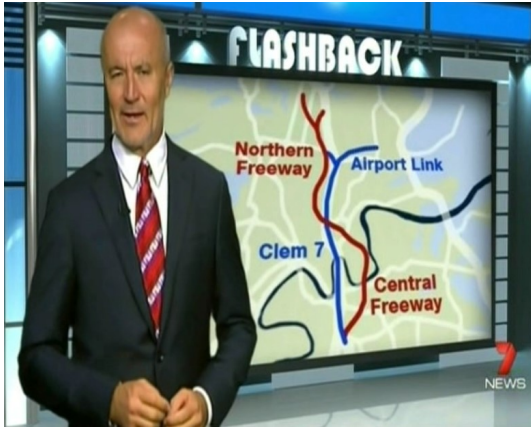
ROCKLEA OVERPASS

ROADS AND RAILWAYS

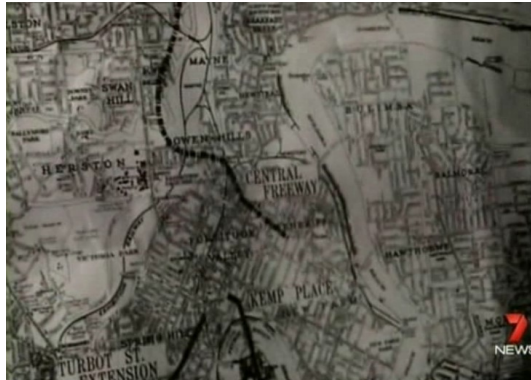
Below: Some photos showing the construction of the first stage of the South East Freeway from the City to Juliette Street which was opened on 7 March 1973.







Above and Below: Plans were in place to build a Northern Freeway from New Farm through Albion and connecting with Gympie Road at Kedron later followed by a Central Freeway connecting the Northern Freeway to the SE Freeway at Woolloongabba via a bridge from New Farm over Merthyr Park to just east of Mowbray Park (which would have had a great view). Lack of federal funding led to it being abandoned. The only remnant of the freeway plans is an overpass on Markwell Street in Bowen Hills (**top centre and below centre photos**).



Above and Below: Gympie Road used to go through Strathpine and Petrie. On 10 November 1977 a major deviation of the Bruce Highway from Bald Hills to Burpengary was opened along a much more superior alignment including a new bridge over the South Pine River where the Bruce Highway officially starts. It has been undergone duplication since then.



ROADS AND RAILWAYS



Above Left: The Merivale train bridge was opened on 18 November 1978. An inner city rail river crossing had been proposed a century earlier. Until 1978 the only rail crossing over the river was at Indooroopilly. **Above Right:** In the 1980's the railway terminus for the interstate railway from NSW moved from South Brisbane to the new Roma Street Transit Centre including a new bus terminus. **Below Left and Inset:** The old interstate terminus at South Brisbane (now where the Convention Centre is). **Below Right:** Albion rail station in the 1980's.





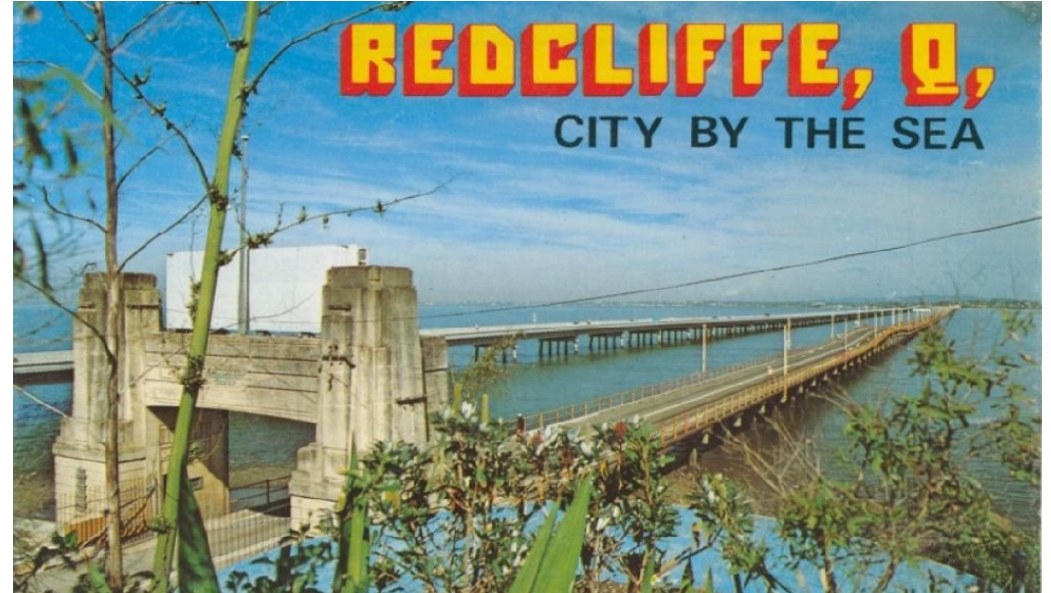
The train services began to be electrified starting with Darra through to Ferny Grove via the City from 19 November 1979. Part of the ceremony included old trains such as an old diesel train (Below Centre).



ROADS AND RAILWAYS

Below: Some photos showing the construction of the extension to Turbot Street past Central Station and through to the junction with Wickham Street during the 1970's.





Above Left: The old Hornibrook Highway from Brighton to Redcliffe built in 1935. **Above Right:** A new Redcliffe bridge (Houghton Highway) was built to replace it in 1979. **Below Left:** The first two Redcliffe bridges from the air. **Below Right:** All three Redcliffe bridges after the Ted Smout Bridge (2010) was opened and before the original bridge was dismantled. **Inset:** World War I digger from Brighton, Ted Smout, who the third Redcliffe bridge was named after.



ROADS AND RAILWAYS



Marshall Road (1969)



The South East Freeway was built in several stages and was completed in November 1985 when it reached Springwood connecting with the Pacific Highway (**Above Right and Below Centre**). **Above Left:** Marshall Road before the South East Freeway bisected it in 1977. **Below Left:** The South East Freeway under construction near Garden City around 1980.



Above and Below: The Western Freeway was completed in 3 stages: to Taringa (1970), Moggill Road (1979) and finally the Centenary Bridge (1984) connecting with the Centenary Highway.





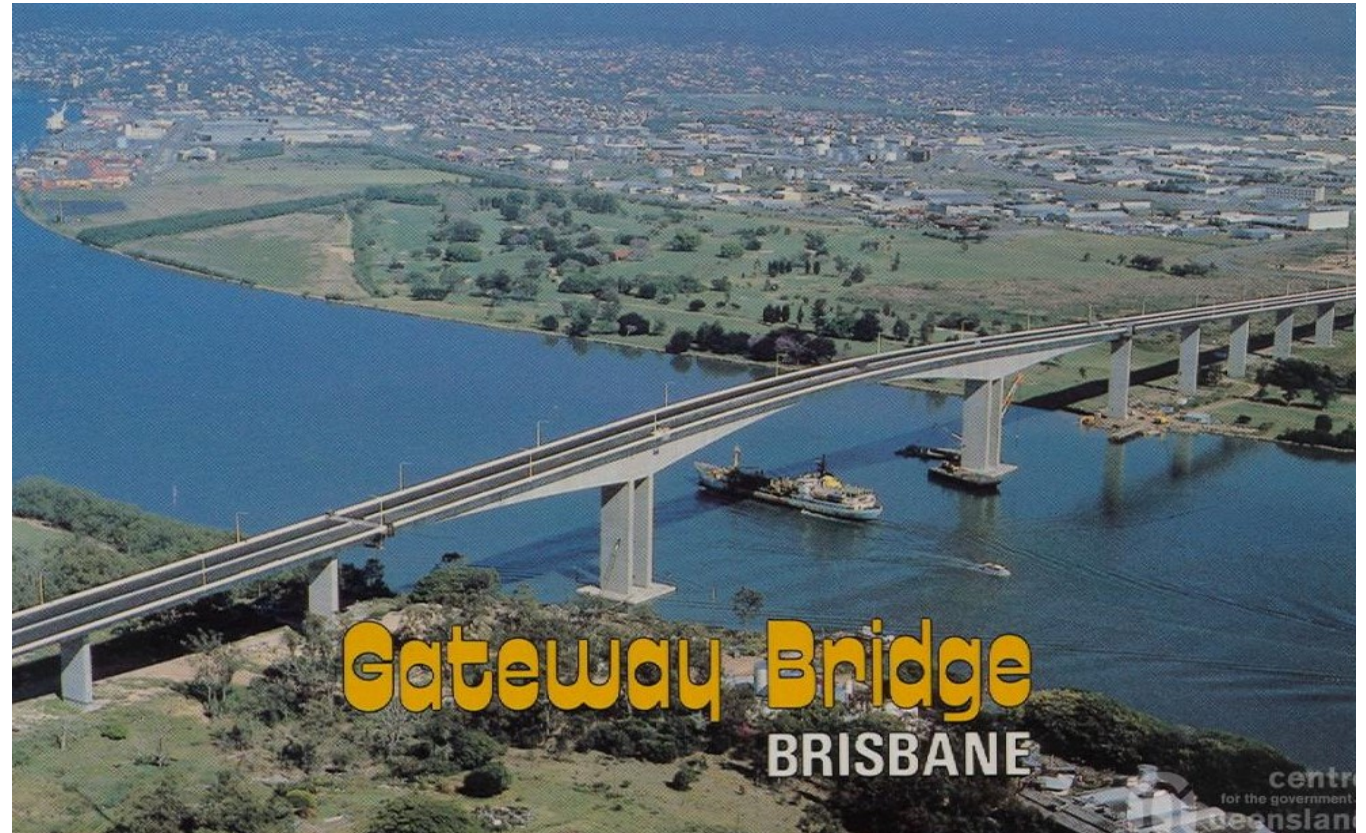
Above Left and Centre: Before the Gateway Bridge was built a vehicular ferry carried cars across the Brisbane River and, for a time, became the Island party boat after the bridge was built. **Above Right, Below Left and Right:** The Gateway Bridge under construction. Notice in the below shot that occupational health and safety wasn't anywhere near as important as today.



ROADS AND RAILWAYS



Above and Below: The Gateway Bridge was opened on 11 January 1986 with a top height of 64.5 metres. It was part of the Gateway Arterial Road (later a motorway) which created a true bypass of the built up area of Brisbane as a non-stop highway connecting the Bruce Highway in the north (**Above Far Right**) to the Pacific Motorway in the south. Additionally the Deagon deviation (**Above third photo**) was built providing a quicker connection from the Gateway Motorway to the Houghton Highway (now Ted Smout Bridge).





Above Left: The Logan Motorway was completed on 13 December 1988 which created a non-stop link between Loganholme and Goodna. **Above Right:** The Ipswich Motorway was developed as a non-stop highway from the 1980's to 1994. **Below Left and Centre:** A bus tunnel was built under Queen Street when the Mall was expanded in 1988. **Below Right:** After the short-sighted closing of the Gold Coast railway line in 1964, it was rebuilt and reached Helensvale in 1996, then Nerang (1997), Robina (1998) and Varsity Lakes (2009)





Above: Wayne Goss had proposed a new highway to the Gold Coast that would go through the Daisy Hill forest which was met by a huge amount of opposition. He backed down but not soon enough to retain power. The Borbidge Government approved a massive expansion of the existing Pacific Highway to an 8 lane motorway which opened in October 2000. **Below:** A dedicated busway built next to the South East Freeway and was completed from Woolloongabba to Eight Mile Plains on 30 April 2001.



ROADS AND RAILWAYS



Above: The Goodwill pedestrian bridge from Southbank to the Botanical Gardens was opened on 21 October 2001. **Below:** The Inner City Bypass was completed in 3 stages. The first stage between Hale Street and the Royal Brisbane Hospital was completed in November 2001. The final stage connecting to Kingsford Smith Drive was completed in July 2002.



ROADS AND RAILWAYS



Above and Below: The Inner North Busway reached the Royal Brisbane Hospital (**Inset**) in December 2005. **Centre:** King George Square underground bus station was built in 2008.



Above Right: The Eleanor Schonell bus and pedestrian bridge opened on 17 December 2006. **Right Centre:** The Centenary Highway was extended past Springfield in 2009. **Below Right:** The Kurilpa pedestrian Bridge was opened on 4 October 2009.



Motorway extension near Ripley, Queensland



ROADS AND RAILWAYS



Within 4 months of each other 3 bridges and a tunnel (sounds like a movie title) were opened in 2010. **Above Left and Centre:** The CLEM7 tunnel under the Brisbane River was opened on 15 March 2010. **Bottom Left, Middle and Below Centre:** The duplicate Gateway Bridge was opened on 16 May 2010. **Right Centre and Bottom Right:** The Go Between bridge was opened on 5 July 2010. **Above Right:** The Ted Smout (Hornibrook Highway) bridge was opened on July 11 2010.



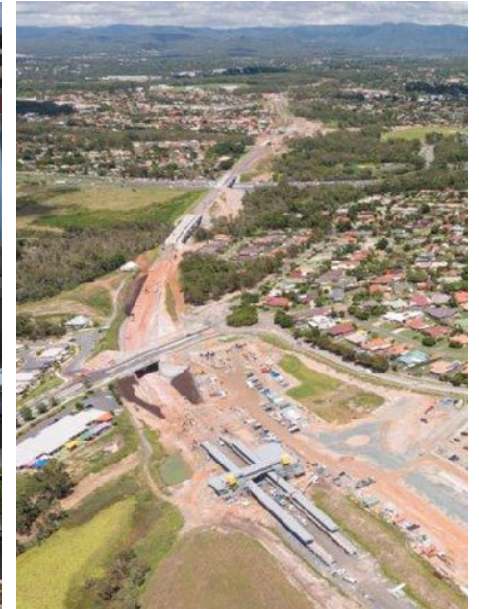


The Eastern Busway was extended from Buranda to Stones Corner (**Above Left**) and Langlands Park (**Middle**) in August 2011. **Top Right, Centre Right and Below:** Brisbane's biggest piece of road infrastructure, the Airport Link tunnel at a cost of \$4.8 billion from Bowen Hills to the Airport via Kedron, was completed on 24 July 2012. Part of the project was the extension to the Northern Busway from the Royal Brisbane Hospital to Kedron (June 2012) seen in the below left photo where it surfaces at Kedron.





Port of Brisbane Motorway sign.



Top Left: LED lights that change to any desired colour were installed on Brisbane's iconic Story Bridge in 2013. **Above Left:** The Port of Brisbane Motorway was completed in February 2013. **Above Centre:** The Springfield train line was opened on 2 December 2013. **Below Left:** Artist's impression of Legacy Way where it meets the ICB due to be completed in 2015. **Above Right:** Progress going ahead on the Redcliffe train line which is due to reach Kippa Ring in 2016 after being promised for over a century.



CAMPBELL NEWMAN'S TRANS-APEX PLAN

Part of Campbell Newman's platform to become Lord Mayor in 2004 was his tunnel plan to relieve Brisbane's traffic congestion problem. He believed he could build 3 tunnels (North-South tunnel, Western tunnel, Toowong to Woolloongabba tunnel) for \$3 billion. The Clem7 tunnel alone cost over \$3 billion so he got his costings hopelessly wrong. The Go-Between Bridge, which also became a part of his road and tunnel grand plan, also blew out in cost, almost costing as much as the duplicated Gateway Bridge.

The Newman long-term Grand Plan was extended beyond the original 3 tunnel plan with 3 more tunnels, a bridge from Milton to West End and a new freeway. The 3 tunnels added were the Airport Link, two future planned tunnels from Toowong to Everton Park and from Kedron to Everton Park under Stafford Road and a freeway using the government-owned land of the NW transport corridor from Everton Park to Gympie Road where it becomes a highway at Carseldine.

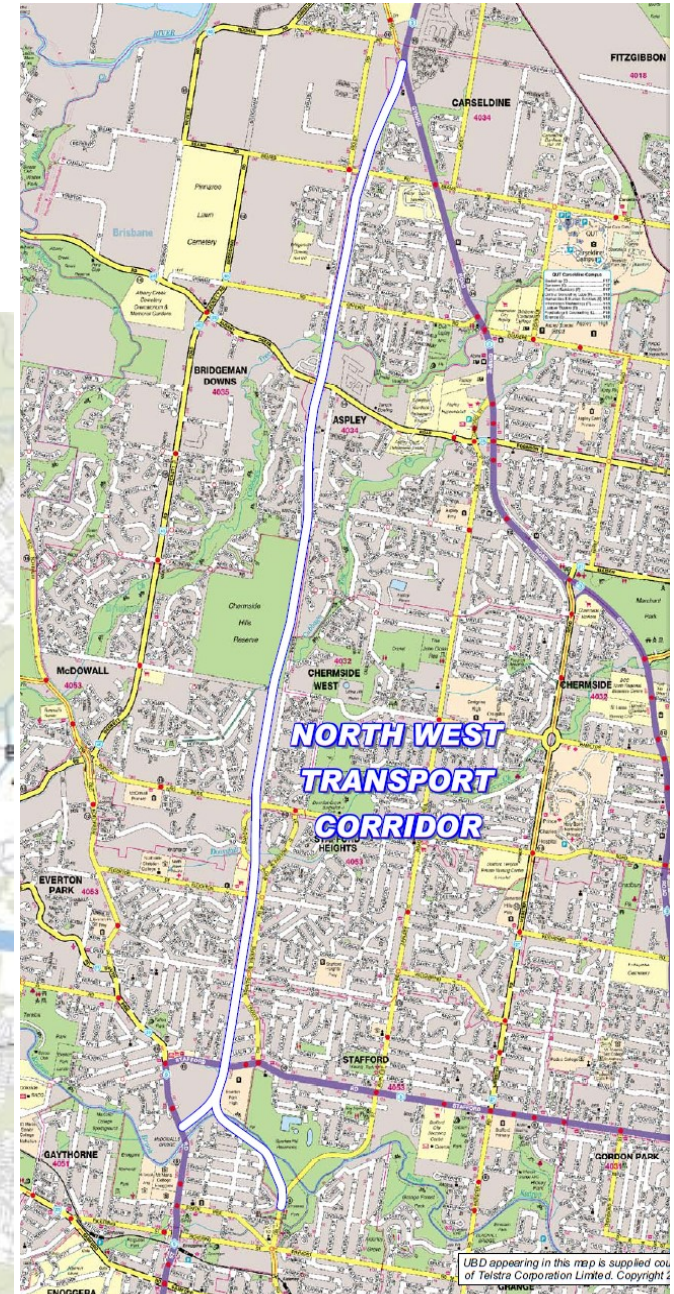
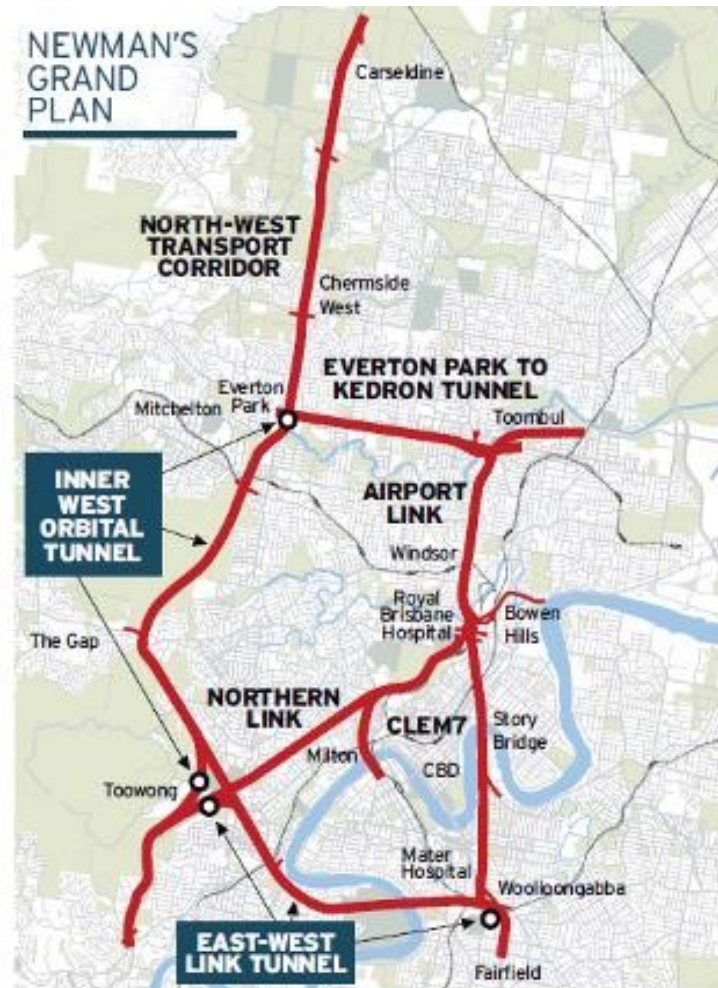
Of the original 3 tunnels:

- The 1st tunnel from Woolloongabba to Bowen Hills, the CLEM7 was opened in 2010. The original private builders went bust after building it for \$3.2 billion.
- The 2nd tunnel is under construction and soon to be completed from Toowong to the ICB (Legacy Way) .
- The 3rd tunnel was originally projected to be built around 2026 but even that is unlikely in the current economic climate if ever built at all.

The status of the other roads and tunnels in this grand plan as are follows:

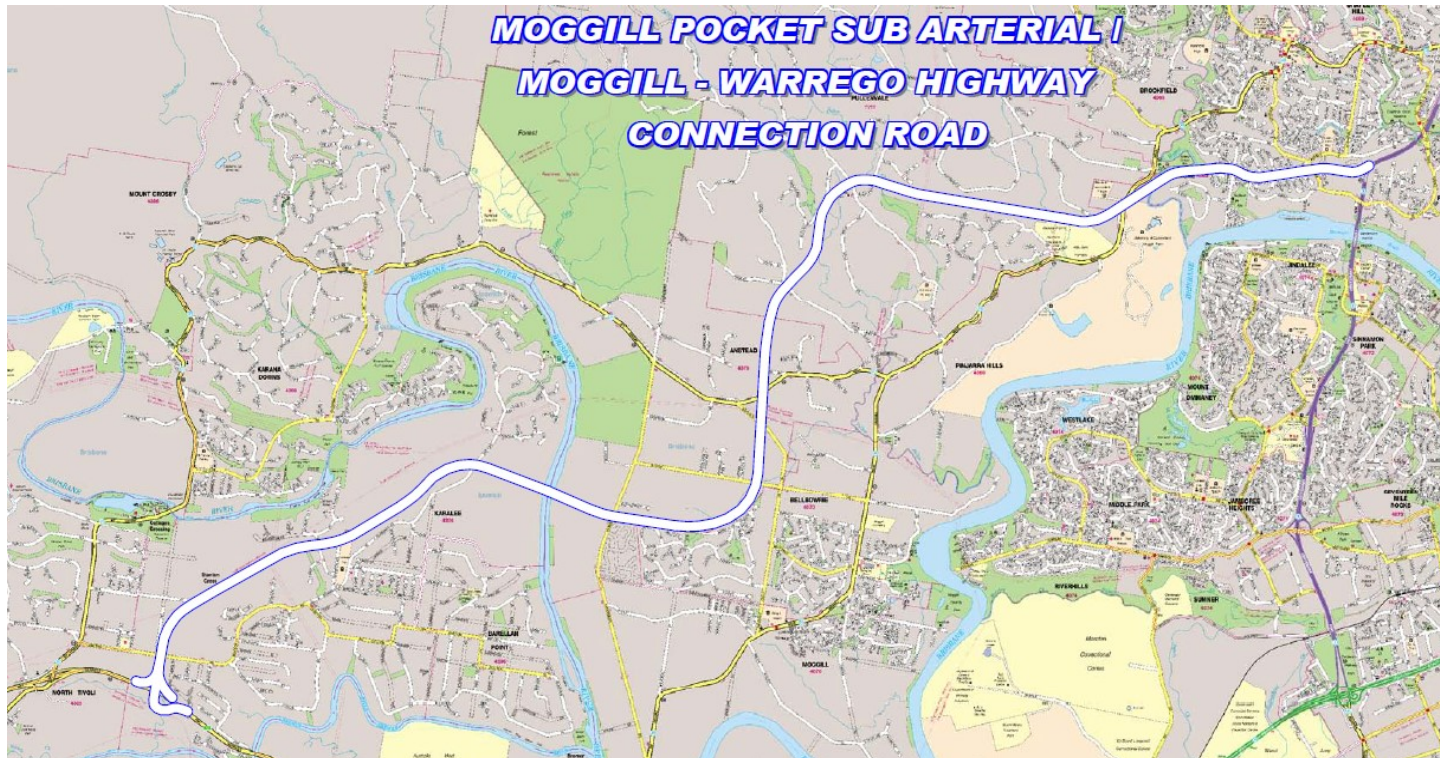
- The Hale St Bridge (Go-Between Bridge) was completed in 2010 at an exorbitant \$338 million.
- The Airport Link tunnel was completed in 2012 at a cost of \$4.8 billion. The original private builders went into receivership afterwards.
- The Inner West Orbital Tunnel from Toowong to Everton Park has been suggested at being built within 20-30 years.
- The Everton Park to Kedron tunnel under Stafford Road is just a proposal at this stage.
- The North West Freeway is just a proposal at this stage. The Bligh government favoured using this government-owned corridor of land for a railway line connecting Alderley with Strathpine.

Why not do both like they've done in Perth? Have the rail line running in between both sides of the freeway and then connect the freeway with a tunnel between Everton Park and the Airport Link.





Above: A couple of artist's conceptions of one proposed pedestrian bridge between the City and Kangaroo Point.

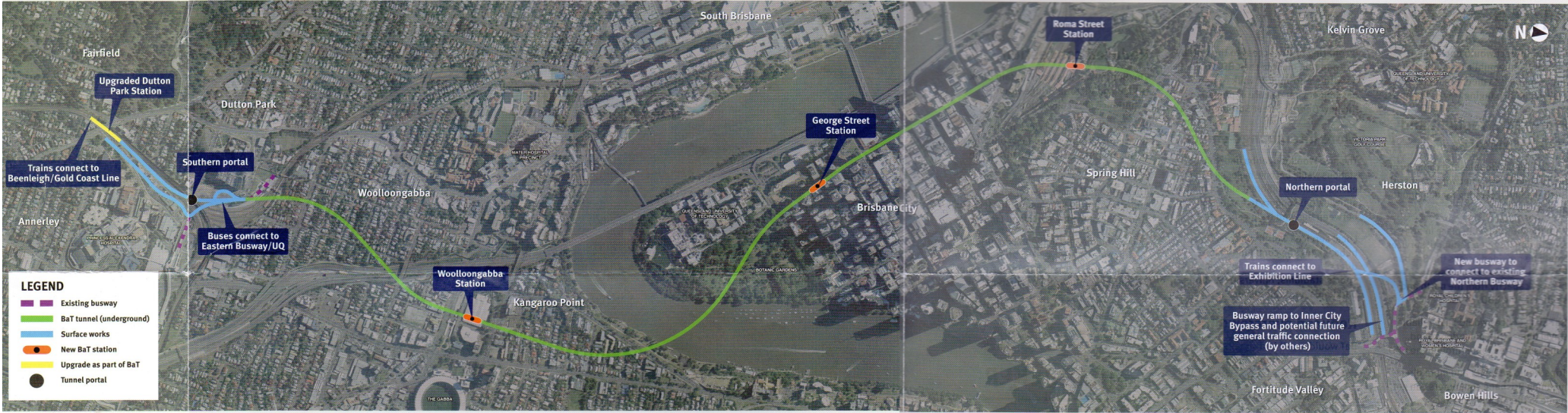


In addition to the North West corridor there are tracts of mostly government land where the State Government on the Qld Transport website has plans for future roads when road congestion demands their use and government funding can be found for such roads.

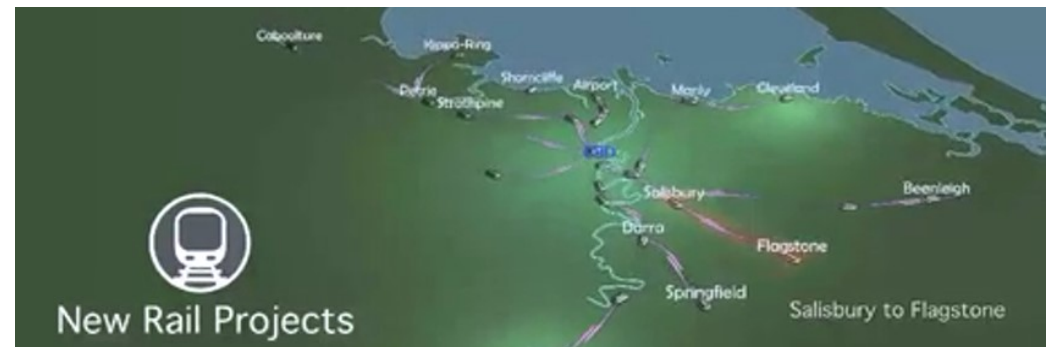
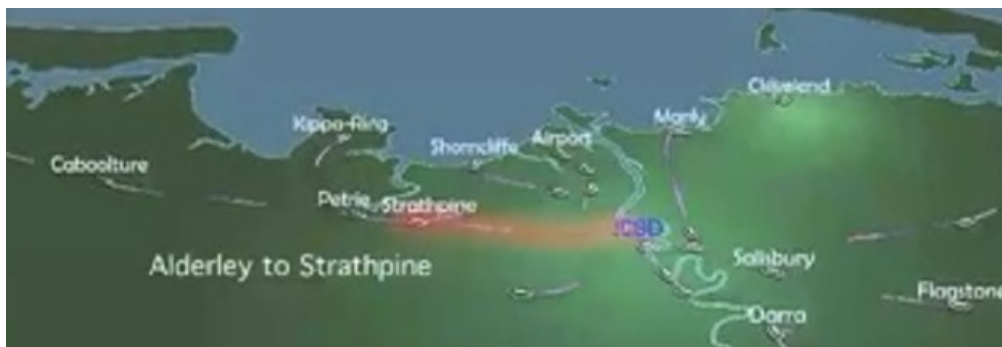
Left is a map of one such road proposal. This western bypass connects the Centenary Highway with the Warrego Highway at Tivoli. It includes a bridge from Karalee to Bellbowrie before heading north through Anstead and passing through Moggill Road at Pinjarra Hills and then connecting with the Centenary Highway at Kenmore.

The last section between Moggill Road and the Centenary Highway at Kenmore is the Kenmore Bypass which has been a political football and not built despite the awful congestion on Moggill Road in Kenmore during peak hours. The Kenmore Bypass has been estimated to cost between \$500 and \$900 million and is badly needed, though a Bellbowrie Bridge, which should cost around \$200 million would relieve in my estimation about 80% of the congestion that the Kenmore Bypass would resolve diverting much of that traffic from Sumners Road onto the Centenary Highway.

ROADS AND RAILWAYS



Above: The proposed BaT tunnel under the Brisbane River. This combined bus (top) and rail (below) tunnel is expected to significantly increase the number of rail services constrained by the current single crossing. It will run along George Street and under the river at Kangaroo Point connecting with the SE and Eastern Busways. **Below:** Queensland Transport's Connecting SE Queensland 2031 plan proposes several new railway lines - the long-awaited Petrie to Kippa Ring (Redcliffe) line (due 2016), Alderley to Strathpine (along the government owned NW corridor), Salisbury to Flagstone and Ipswich to Ripley.

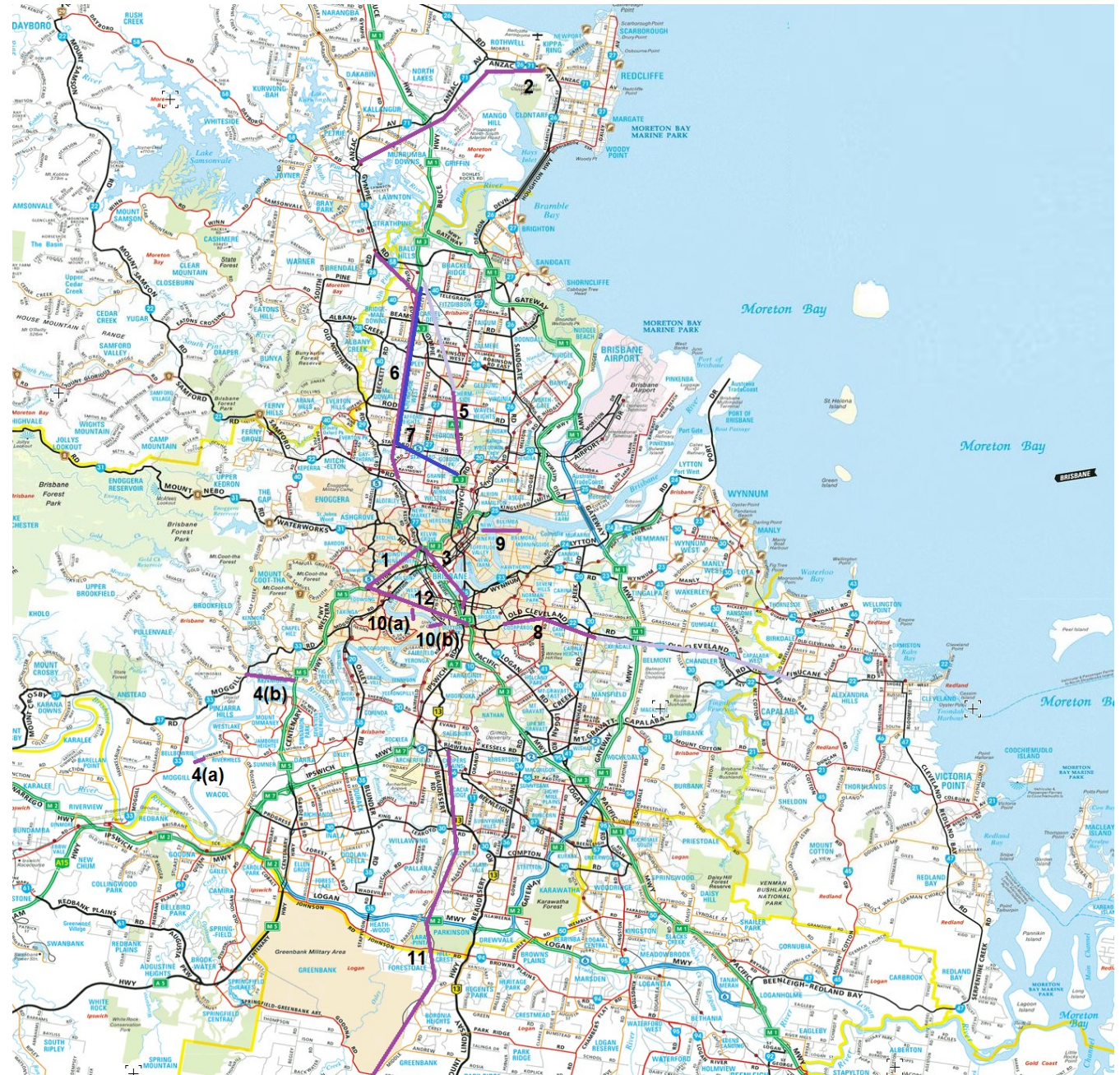


MY TOP RANKED INFRASTRUCTURE PROJECTS

I rank below my top 12 road and rail infrastructure (excluding subway and tram) projects for Brisbane:

- 1] **Legacy Way (under construction now).** Unlike the CLEM7 and Airport Link tunnels this tunnel has very poor free alternatives in Milton Road and Coronation Drive during peak hour traffic and is badly needed for our western suburbs who have benefited little from the massive amount of infrastructure built in the last decade.
- 2] **Petrie to Kippa Ring (Redcliffe) rail line (under construction now).** Overdue for 100 years. Enough said.
- 3] **BaT tunnel.** Vital if we are to have more running trains in peak hour to the Southside lines as well as dealing with the bus congestion on Victoria Bridge though many of these could go over the Captain Cook bridge now.
- 4] **BaT tunnel. Belbowrie Bridge or Kenmore Bypass.** Needed to free up the massive peak hour bottleneck through Kenmore.
- 5] **Northern Busway (to Chermside especially).** This will revolutionise bus travel on the northside the way the SE busway has done.
- 6] **Alderley to Strathpine rail line.** This will revolutionise rail travel on the northside in the north and north-west.
- 7] **NW Freeway and Airport Link-Everton Park tunnel.** This will create a northern freeway all the way from the City through to the Bruce Highway without any land resumptions.
- 8] **Eastern Busway (to Carindale especially).**
- 9] **Newstead to Lytton Road under river tunnel.**
- 10] **West End-St Lucia Bridge or open Eleanor Schonell bridge to car traffic until Toowong-SE Freeway tunnel is built.**
- 11] **Salisbury to Flagstone rail line.**
- 12] **Toowong to SE Freeway tunnel.**

Additionally, the bottleneck on the SE Freeway at the Eight Mile Plains bus station needs to be corrected. With the new bus tunnel under the Gateway Motorway a third lane can be returned all the way to where the SE Freeway connects with the Gateway Motorway going south. Also, with Legacy Way being built the Council needs to fix the problem where, if coming from the City, you have to suddenly cross two busy lanes within 50 metres to turn right to go up to Mount Coot-tha or else find yourself on the Western Freeway. One last thing I think is needed is an off ramp from the Inner City Bypass at Bowen Hills near Queensland Newspapers.



THE FUTURE OF PUBLIC TRANSPORT — SKYTRAN

One very exciting new technology that may revolutionise public transport in the years ahead is SkyTran being developed by NASA's Ames Research Center partnering with SkyTran.

The game changer about this form of personal transport system is that it is estimated to cost less than 1/10th of the cost per kilometre of any competing transport network such as highways, rail, busways and light rail networks.

Two things combine to make that huge cost saving possible. The first is the passive magnetic levitation technology developed by NASA. Like the bullet train it can go at high speeds. While the speed can be adjusted, the top speed possible is 250kph. Energy is just needed to get it started. It is like a puck gliding after you hit when playing air hockey or if you tap it over an ice rink. They envisage solar panels along the track to almost have a net neutral amount of energy required to power the movement which dramatically reduces the running costs which would mean this form of transportation can be offered to the public at a very cheap cost. There is also zero pollution generated by the network which will keep the greenies happy.

The second thing which reduces the cost of installing the network is that the majority of the network consists of identical sized metal poles and aluminium track lengths that are connected together like lego which can be pre-fabricated and mass produced. Not only does this reduce the cost of installation this also means an entire network of cable track lines can be installed very quickly reducing labour costs.

It is like a high-speed cable car network that can be developed initially as branch lines but further on down the track can then be expanded into every street much the same way that electricity is fed into every street by poles and cables.

In Brisbane, the first places where branch lines could be developed is in the western suburbs which are not served by either heavy rail or busways. The more the network would expand the less people will feel the need to drive their cars to work given it will be much cheaper to go by SkyTran than the cost of petrol to drive. I see no reason why SkyTran can't also be a cheap and very fast inter-city form of transport as well to the Gold Coast (20 mins) and Sydney (4 hours).

It will be truly a revolution when SkyTran takes off around the world decreasing the need for cars and other forms of public transport over time. The sky truly is the limit!

I hope that you have enjoyed this comprehensive look into the history of Brisbane. It's my home and favourite place in the world to live. Kim Durant said it well in the title of her 1980's song "Love You Brisbane!" Brisbane has a very rich history and it certainly has a promising future as well!

Roger Waite

