

3 July 2008

TRAFFIC SURVEYS AND AIRPORT LINK FORECASTS REINFORCE RIVERCITY MOTORWAY TRAFFIC PREDICTIONS

RiverCity Motorway Group says 4-years of traffic surveys and recently released traffic forecasts for the Airport Link Project reinforce the Group's traffic predictions for the North-South Bypass Tunnel (NSBT).

Traffic Surveys 2005 to 2008

RiverCity Motorway Group has completed annual traffic surveys between 2005 and 2008. The most recent traffic survey in April 2008 reviewed traffic volumes on key feeder routes and the alternate river crossings.

Key findings include:

- Traffic is continuing to grow on the tunnel's feeder routes
- Lutwyche Road and Ipswich Road have been impacted by construction works
- The alternate river crossings, including the Captain Cook Bridge, Gateway Motorway and Story Bridge, are all at capacity. Average weekday traffic on the Captain Cook Bridge has been growing at 0.4% per annum for the past 10 years
- Constrained capacity on the existing river crossings is resulting in peak spreading. In 2007, there were almost as many vehicles on the Gateway Motorway in the middle of the day as there is during morning and afternoon peaks

Airport Link Traffic Forecasts

The NSBT will have a direct connection to the 6.7km Airport Link tunnel at Bowen Hills. In June 2008, the preferred tenderer selected by the Queensland Government to construction the Airport Link Project, BrisConnections, released traffic forecast information within its Public Disclosure Statement.

These forecasts reinforced the key findings from the RiverCity Motorway Group traffic forecasts, which were released in 2006, including:

- Brisbane's economic and population growth continues to outperform the national average
- Alternate routes to NSBT already at capacity (Captain Cook Bridge, Story Bridge and Gateway Motorway)
- Brisbane residents continue to have a high dependence on motor vehicles
- Use of public transport in Brisbane is lower than Sydney and Melbourne
- Brisbane motorists are experiencing worsening travel times and reducing predictability of travel times due to growing traffic congestion
- Peak spreading is occurring across the Brisbane network
- Suppressed demand will be released as new capacity is introduced into the network

Conservative Traffic Modelling Adopted on NSBT

The RiverCity Motorway Group traffic forecast for NSBT is further supported by the Airport Link forecasts which have higher population and employment growth assumptions.

The three sections of the Airport Link tunnel are forecast to open with over twice the RiverCity Motorway Group traffic forecast for NSBT (60,451 vehicles vs 135,885 vehicles). Following traffic ramp-up Airport Link is forecast to carry average daily traffic of 195,378 vehicles, compared to RiverCity Motorway Group forecast of 100,284 vehicles per day on the North-South Bypass Tunnel.

The RiverCity Group NSBT traffic model forecasts of a 1 percent increase in traffic flows as a result of the Airport Link. This appears conservative given 80% of Airport Link traffic is forecast to travel to / from Bowen Hills, as well as the obvious benefit of the direct connection between the Pacific Motorway, NSBT and Airport Link

- ends -

For more information please contact Anthony Havers on 0434 567 841.

Traffic Update for Investors and Analysts

RiverCity Motorway Group - July 2008



North-South Bypass Tunnel: a critical transport link

- Brisbane's continuing high economic and population growth
- 400,000 river crossings each day – 75% seeking CBD bypass
- Alternative river crossings at capacity
- Feeder roads into NSBT have high traffic volumes
- High car dependence among Brisbane residents (1.52 veh. per household vs 1.41 veh. per household in Sydney)
- More than 80% of journeys to work are via private vehicles
- High level of trip generating activities at each end of the tunnel
- Suburbs near tunnel growing 3 times faster than the rest of Brisbane
- High number of people 25 to 35 years living near tunnel

Source: Queensland State Budget 2008-09 - 2 June 2008 | Brisbane City Council Budget 2008-09 |

Australian Bureau of Statistics – Regional Population Growth, Australia (2006-07), Released 31 March 2008

Economic and population growth outpacing the nation

	Est. Actual 2007-08		Forecast 2008-09		Projections 2009-10 to 2011-12	
	QLD	Aust	QLD	Aust	QLD	Aust
Population	2.25	1.5	2.25	1.5	2.25	1.5
Employment	2.75	2.5	2.5	1.25	2.5	1.25
GDP	3.75	3.5	4.25	2.75	4.5	3

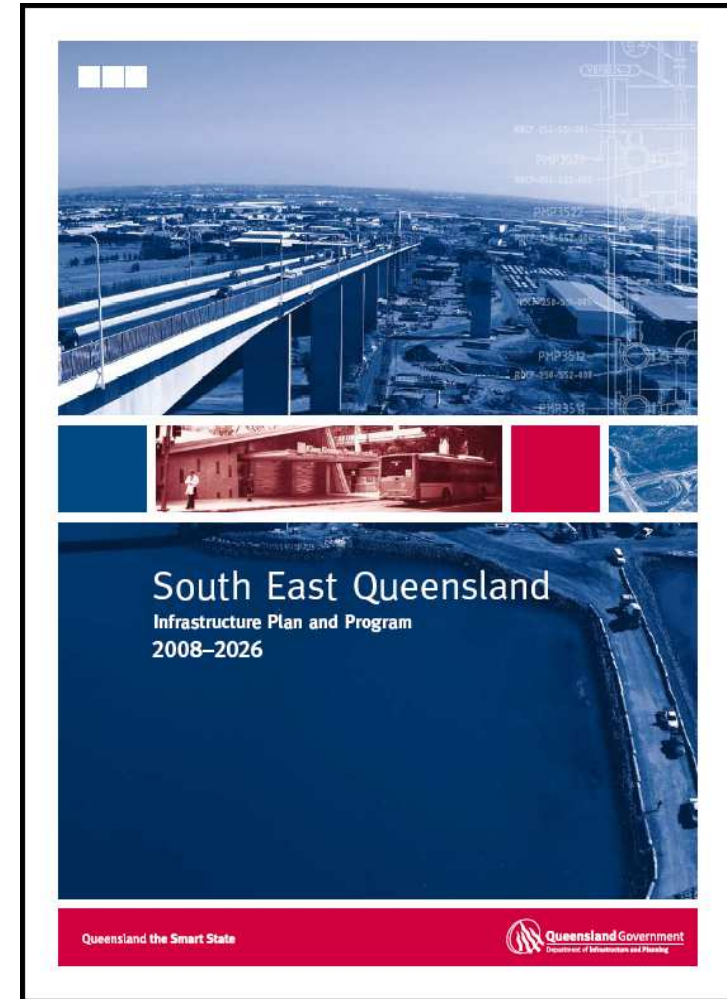
Queensland State Budget 2008-09 - 2 June 2008

RiverCity Motorway Group traffic model assumptions 2005-26:

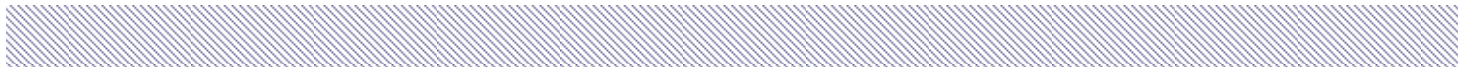
Average annual population growth rate 1.54% per annum

Average annual employment growth rate 2.02% per annum

“The region’s transport system is under significant pressure due to rapid population growth, increasing private vehicle use and growing freight movements resulting in worsening peak hour traffic congestion and overcrowding of passenger transport services.”



*South East Queensland
Infrastructure Plan and Program
2008 - 2026 (June 2008)*



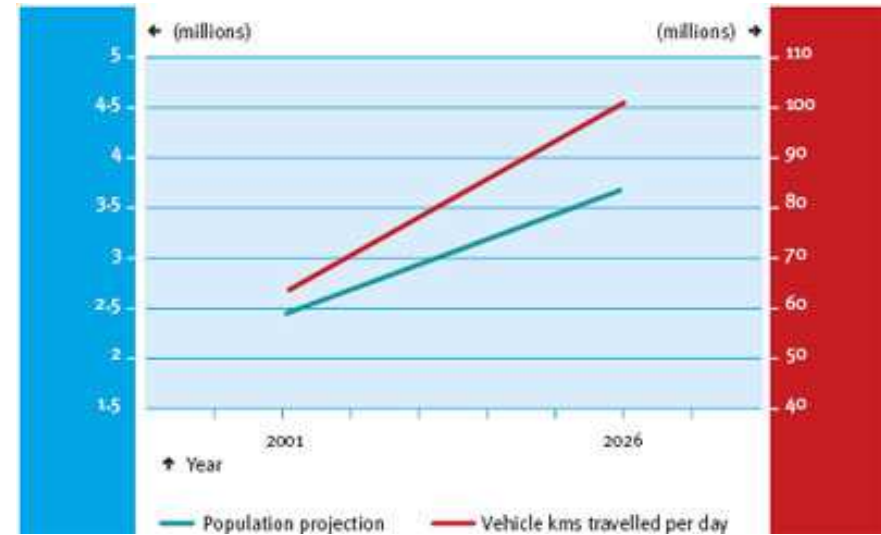
Brisbane actual speed vs posted speed limits 2007-08

Time of day	Difference between actual speed and posted speed limit 2007-08
AM peak	39.9 kph less
PM peak	31.8 kph less
Off peak	21.7 kph less
All day	32.2 kph less

Source: Queensland State Budget 2008-09 - 2 June 2008.

Motor vehicles growing faster than population

- Qld motor vehicle registration increased 34.5% between 1999 and 2006
- This was double the State's population growth in the same period (17%)
- Every second Brisbane household has two or more vehicles
- Heavy vehicles are expected to grow faster in Qld than any other state
- Qld road freight is expected to more than double between now and 2020



SEQ population and vehicle kilometres travelled per day: the trend to 2026
(Source: Queensland Transport 2005)

Queensland Roads Edition No1 March 2006
Qld Department of Main Roads website June 2008
The Courier Mail, 28 June 2008

Every day 400,000 vehicles cross the Brisbane River

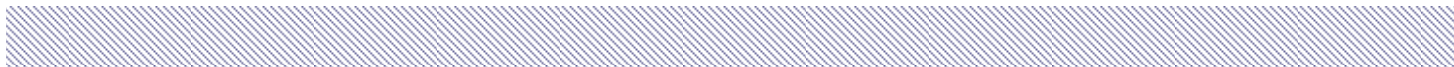
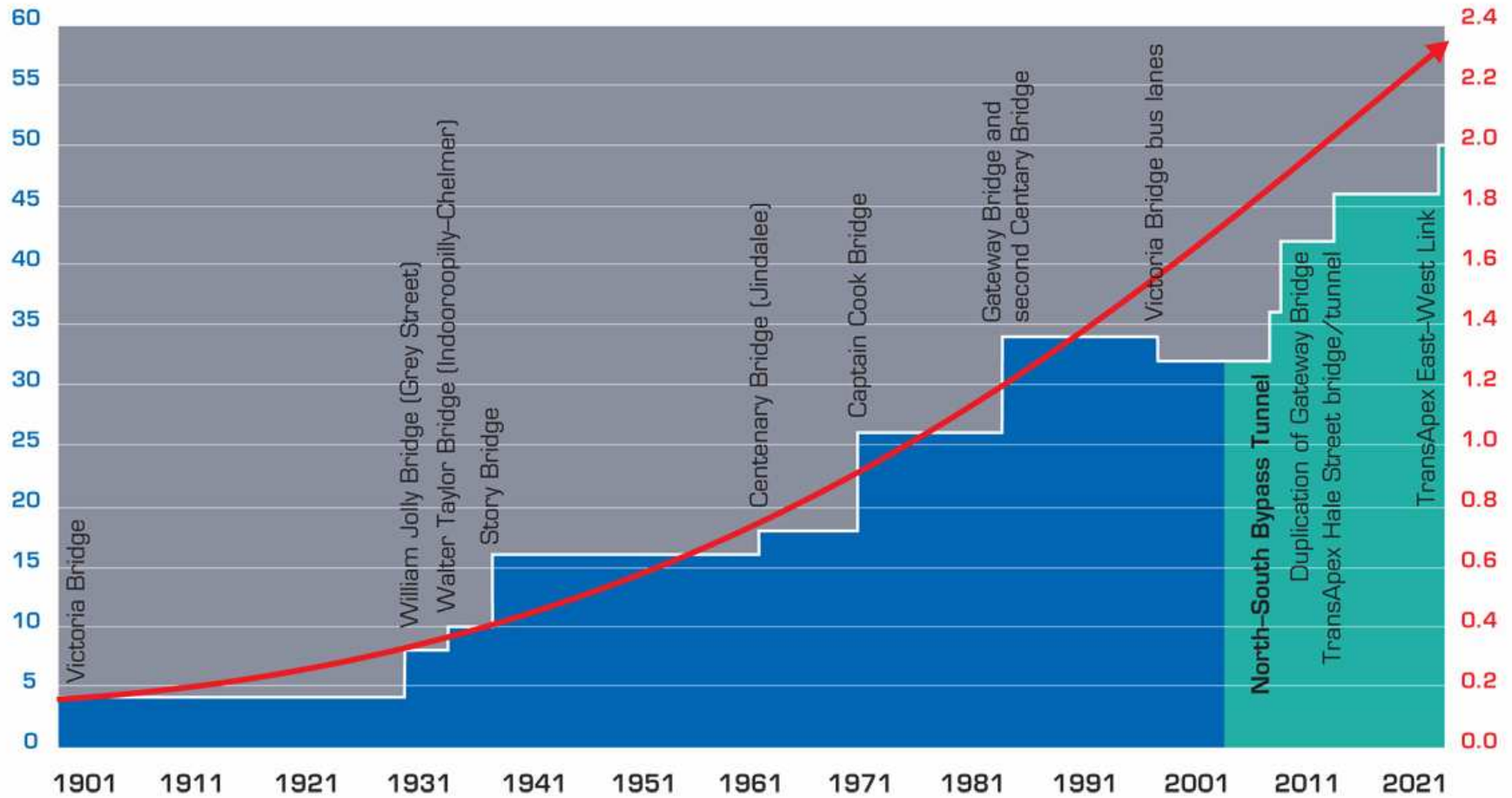
River Crossing	Actual Average Annual Daily Traffic (2008)
Story Bridge	100,000
Captain Cook Bridge	140,000
Victoria Bridge	13,500
William Jolly Bridge	40,000
Gateway Bridge	92,000*

* 2007

River crossing capacity lags population growth

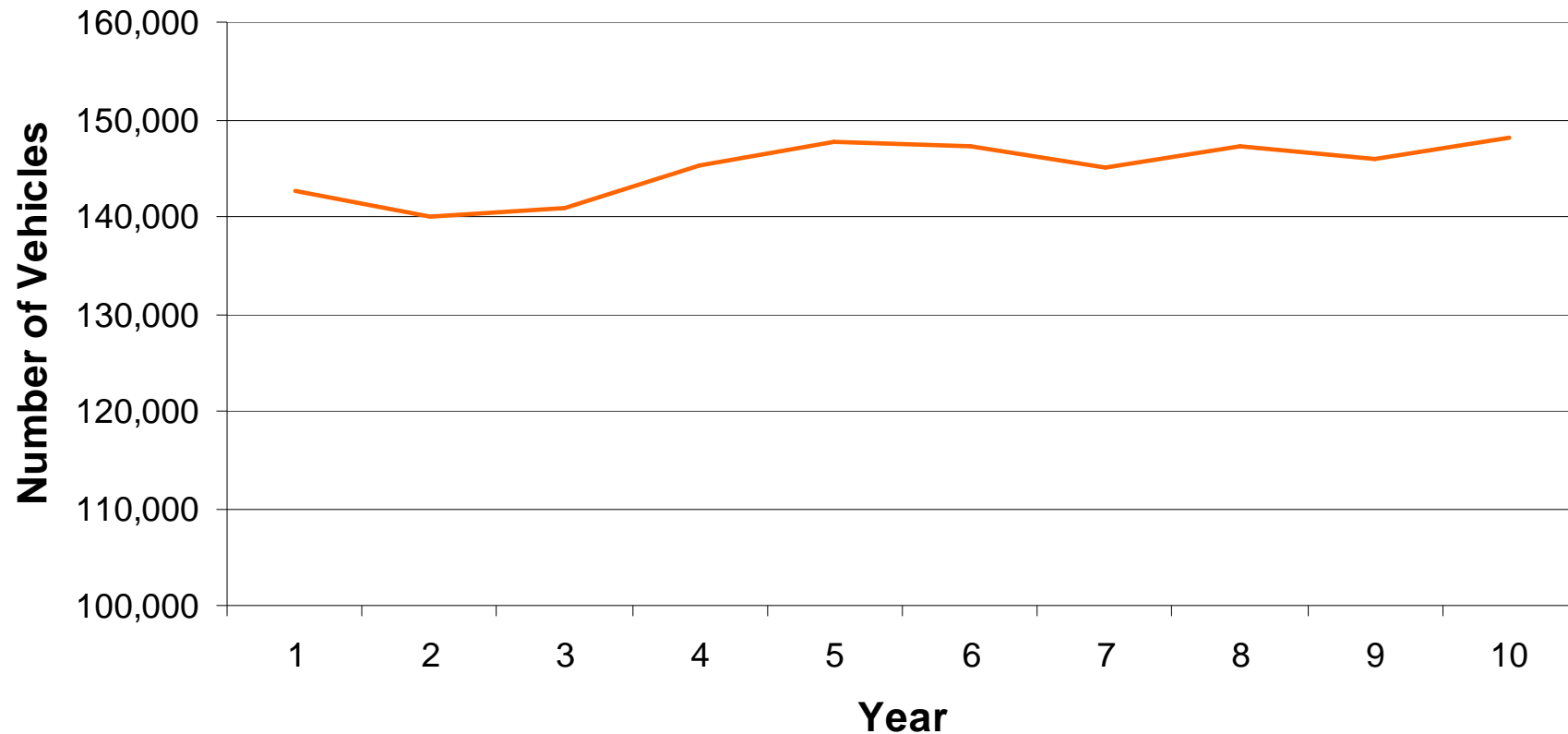
Number of general traffic lanes crossing the Brisbane River

Population of Brisbane Statistical Division (millions)

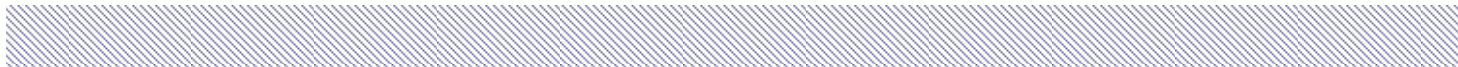


10 years of capacity constraint on major alternate route

Captain Cook Bridge (Weekday Traffic 1999 to 2008)



Source: Queensland Department of Main Roads



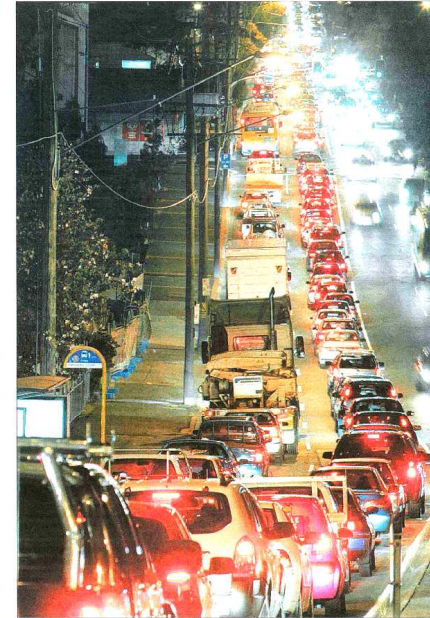
“Every day we are one incident – whether it be on the Story Bridge, or the Gateway Bridge, or the Riverside Expressway – away from traffic chaos.”

Brisbane Lord Mayor Campbell Newman – Budget Speech 2008-09.

CONGESTED ROADS

One smash stops city

Traffic system's sickness leaves commuters fuming



David Earley

TRAFFIC throughout the city was brought to a virtual standstill during peak hour last night for the second time in less than a week after an accident shut down the Gateway Motorway.

In yet more evidence that the CBD is rapidly crippled whenever there is a problem on the Gateway, thousands of motorists were left stuck in immense queues when traffic was diverted on to Sandgate Rd.

The drama, which lasted almost five hours, began about 2.45pm when a semi-trailer jack-knifed on the motorway and then collided with a light truck (see south of the toll booth).

Two out of three lanes on the motorway were completely shut down and by 3.5pm all of the Gateway's peak-hour traffic was diverted to Sandgate Rd at Bondall.

While the city slowly choked on the influx of that traffic, another crash just after 4pm on the Captain Cook Bridge only added to the delays.

Workers attempting to get home from the city along Coronation Dr, Grange Rd, Hale St and the Innes City Bypass were the worst affected, although huge delays were also reported on Kingfield Smith Dr coming from the airport.

Some frustrated motorists who begged The Courier-Mail last night to vent their anger reported taking 3½ hours to get home when it normally took them 45 minutes to get home, but last night the congestion finally started to ease



From 3.50pm when a second lane on the Gateway reopened but traffic was not back to normal until after 5pm.

The third lane on the motorway was expected to have remained shut overnight while serious damage to a barrier was repaired.

The Brisbane City Council's automated traffic information line went into meltdown because of a deluge of calls.

The chaos badly affected bus services. Council resident David McDonald said it was "apocalyptic" in the new busway terminal under Kipp George Square.

There must have been 500 people down there milling around trying to get on a bus but the buses just weren't coming," he said.

Mr McDonald said it usually took him 45 minutes to get home, but last night the journey took 2½ hours to get just halfway home.

"I couldn't get a bus back to Carindale in time. I wound up going to Chromie shopping centre and then I had to call my wife to come and pick me up," he said.

JAMMED ... traffic along St Paul's Tce, above and Gregory Tce, top right, was bumper-to-bumper last night as accidents choked the city's arterial roads. Pictures: Steve Pohner

online How long did it take you to get home last night? Tell us at couriermail.com.au

Time and money spent stuck in jams

BRISBANE'S peak hour traffic snarl makes travel times 85 per cent longer, coil motorists up to 5000 more a year and increase greenhouse emissions by 30 per cent.

A study by peak motor-ing body the RACQ on Wynnum and Sandgate roads found the morning peak-hour travel time almost doubled while the trip home took almost 40 per cent longer.

The peak-hour trip took as much as 20 minutes longer than the off-peak trip on both routes and drivers said there were no abnormal events to delay traffic flow.

On the Sandgate Rd trip the congestion added an extra \$255 to the weekly petrol cost for a family sedan.

"Our test shows clearly just how clearly our inadequate road network is costing working families



GRIDLOCK ... Peak hour on Wynnum Rd, Tingalpa.

peak hour traffic in parts of the city crawled at 20km/h. But while the State Government accepted the findings, it said progress was being made with the Tugun bypass set to be opened in two weeks, the Gateway Bridge duplication under way and the Airport Link tollway announced on Monday. Council projects such as the North-South Bypass tunnel were also in progress.

The State Government said the biggest road building and traffic management program in the state's history was under way and public transport was being expanded to meet significantly increased demand.

FLETCHER JONES

GET THE BEST RANGE, STYLES, SIZES

TROUSER SALE

EASY CARE WASHABLE TROUSERS \$69.95	SAVE \$30
COUNTRY CLUB CORDS	SAVE \$20
TWEED WOOL BLEND	SAVE \$20
WASHABLE MELANGE	SAVE \$20
NIEDECK STRETCH CORD	SAVE \$20
PURE WOOL CAVALRY TWILL	SAVE \$30
PURE WOOL FLANNEL	SAVE \$30

FROM \$39.95

SAVE UP TO \$20 ON SELECTED CASUAL SHIRTS

Join the FAB and get 20% OFF your first purchase as a club member. For application form visit www.fletcherjones.com.au. Brisbane, Cairns, Gold Coast, Ipswich, Mackay, Toowoomba, Herbolston, Phone 07 3223 6100 for more details. Not all stock available in all stores.

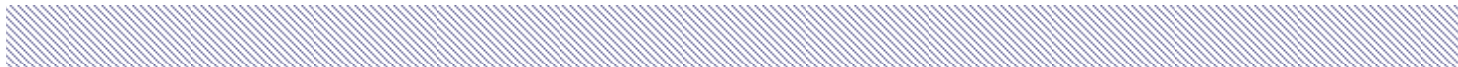
Wednesday, May 21, 2008 The Courier-Mail 5

The Courier-Mail
Wednesday, 21 May 2008



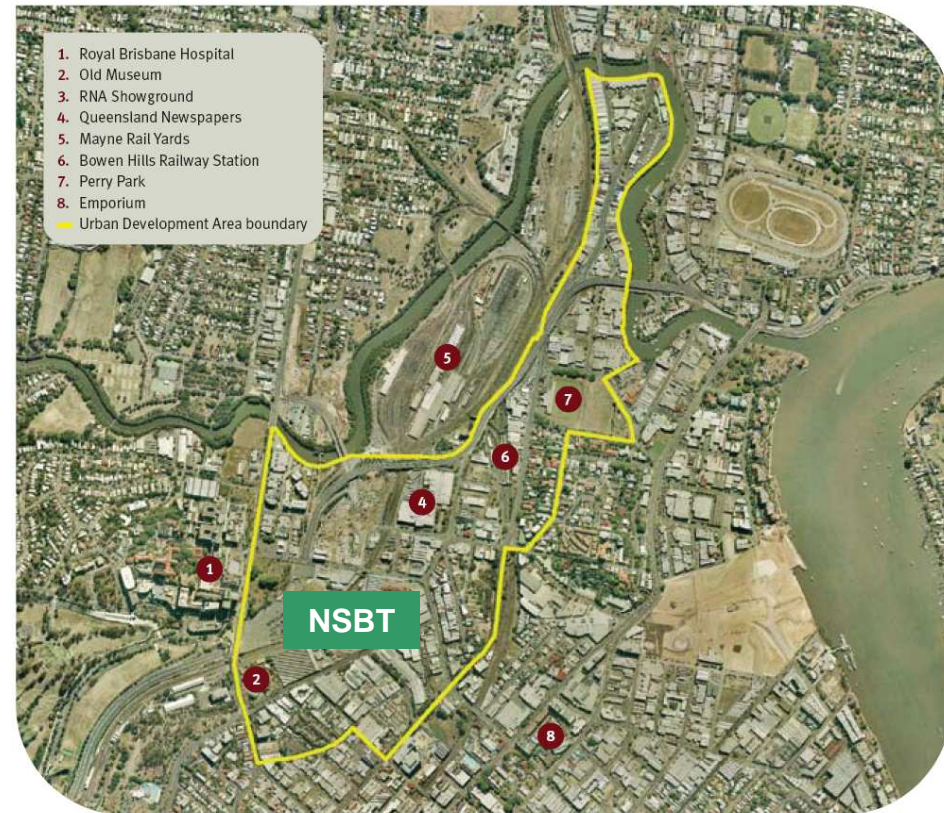
Key destinations north and south of the river

North Brisbane	South Brisbane
<ul style="list-style-type: none">- Brisbane Airport- Australia Trade Coast Development- Chermside Shopping Centre- Lutwyche Shopping Centre- Royal Brisbane Hospital Complex- Brisbane Exhibition Grounds (RNA showgrounds)	<ul style="list-style-type: none">- Princes Alexandra and Mount Olivet Hospitals- Brisbane Cricket Ground (“Gabba”)- Garden City Shopping Centre- Industrial and technology parks at Archerfield and Eight Miles Plains- Brisbane Markets- Apartments, educational and health care facilities at Kangaroo Point- Commercial and light industrial areas at Woolloongabba



Commercial and residential developments near tunnel

- Brisbane CBD commercial office vacancy rate of 0.7% is second tightest in the country behind Perth
- Qld Government streamlining development in Bowen Hills and Woolloongabba
- Bowen Hills: urban design team appointed April 2008



Bowen Hills Urban Development Area (108-hectares)

Land use options:

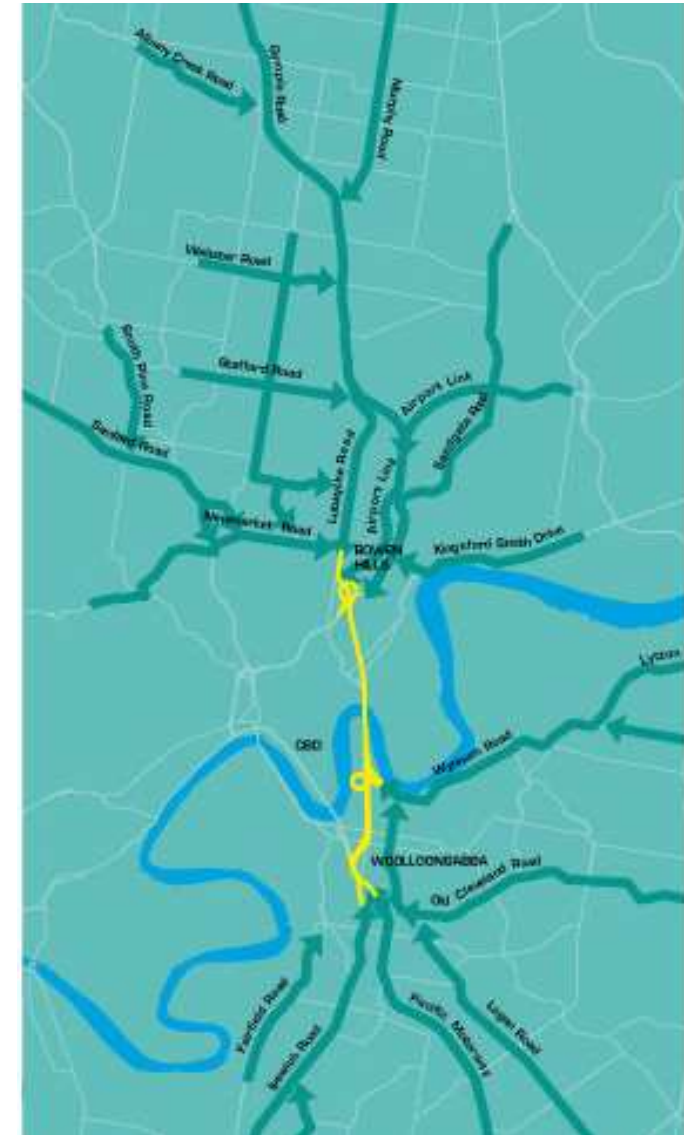
- Hospital, education, research sectors, and health services
- Commercial office developments (300,000 square metres)
- Retail
- Restaurants, galleries and cafes
- Residential tower or hotel over commercial podium
- Exhibition Centre
- Outdoor and indoor sport and recreation, community facilities, and child care centre



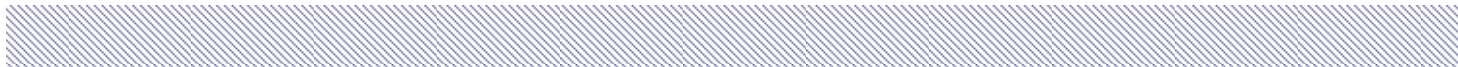
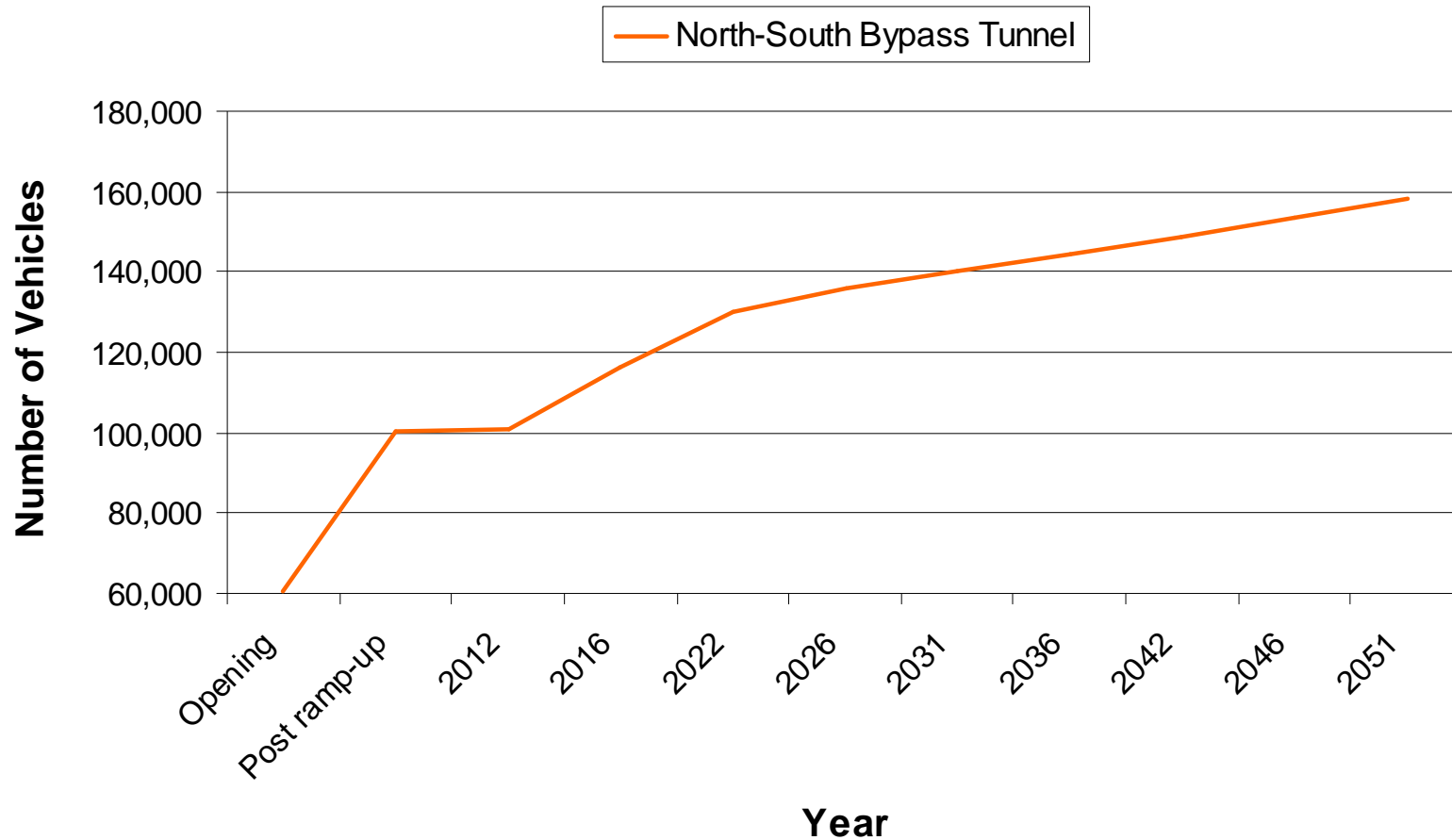
High traffic volumes on feeder routes

Direct Connections	Actual Average Annual Daily Traffic (2008)
Lutwyche Road	55,000
Inner City Bypass	70,000
Shaftson Avenue	65,000*
Ipswich Road	45,000
Pacific Motorway	110,000

* 2005



Forecast Annual Average Daily Traffic on NSBT



NSBT peak expansion consistent with existing roads

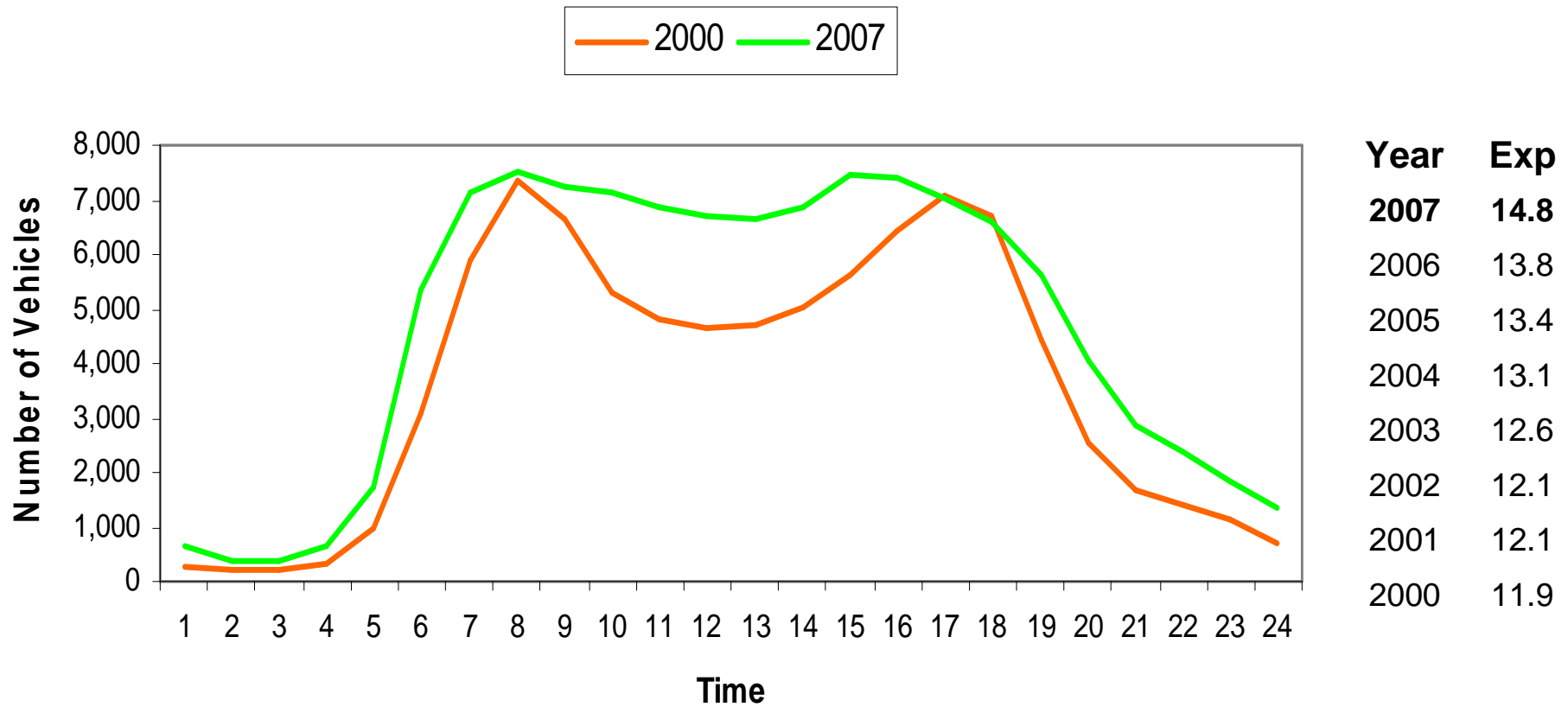
- NSBT expansion factor 13.1(2010)
- Peak is expanding in Brisbane
- Off-peak traffic is increasing
- Demonstrated by extensive traffic volume surveys and additional data from Queensland Transport
- Consistent with other Brisbane roads

Road	Actual 2005
Breakfast Creek Road	13.3
Lutwyche Road	14.4
Pacific Motorway	14.6
Captain Cook Bridge	13.6
Story Bridge	13.2

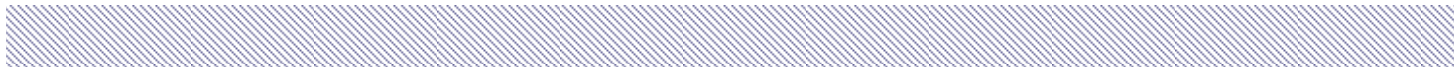
Source: RiverCity Motorway Public Disclosure Statement 2006

Based on observed corridor data:
Extensive traffic volume surveys undertaken for RCM in NSBT corridor
Additional data from Queensland Roads

Gateway Motorway traffic expansion 2000 to 2007



Source: Queensland Department of Main Roads



Light and heavy vehicles consistent with feeder routes

Vehicle Type	Forecast NSBT % AADT
Cars	86.1%
Light commercial	6.3%
Heavy commercial	7.6%

- Ipswich Rd carries 10% heavy vehicles (AADT)
- Lutwyche Rd carries 7% heavy vehicles (AADT)
- Higher proportion of heavy commercial vehicles south of the Brisbane River
- Reflects land use (e.g. industrial areas, technology parks and Brisbane Markets)
- Sensitivity is low as lighter axle vehicles would replace spare capacity provided by any lowering of heavy vehicle proportions

18 month ramp-up consistent with other toll roads

- 18 month ramp-up with starting traffic at 60% reflects:
 - Specific marketing strategy
 - Proven tolling system with existing electronic tag penetration via QML
 - Alternative river crossings congested
 - Consistent with ramp-up experienced by other toll roads

Toll Road	Month 1	Month 6	Month 12	Month 24
M2	64%	82%	90%	100%
M4	80%	92%	96%	100%
M5	44%	72%	88%	100%
ED (northbound)	61%	89%	97%	100%
Syd Harbour Tunnel	93%	90%	98%	100%
Melbourne City Link	25%	60%	70%	100%
NSBT	60%	90%	94%	100%

Traffic surveys 2005 - 2008

Location	2005	2006	2007	Apr-08	% Change 2005 to 2008
North of the River					
Kingsford Smith Drive	-	-	-	64,906	
Lutwyche Road	61,322	65,320	61,466	54,261	-12%
Abbotsford Road	49,646	51,905	53,179	54,898	+11%
Inner City Bypass	68,468	-	-	69,442	+1%
South of the River					
Wynnum Road	46,465	46,502	45,635	48,495	+4%
Ipswich Road	45,550	47,441	47,771	44,926	-1%
Pacific Motorway	-	-	-	106,845	-
River Crossings					
Captain Cook Bridge	134,493	136,533	132,967	136,718	+2%
Gateway Motorway	86,027	86,545	92,005	not yet avail	+7% (2005-07)
Story Bridge	96,435	102,147	97,924	98,773	2%
William Jolly Bridge	-	-	-	36,462	-
Victoria Bridge	-	-	-	13,291	-


Captain Cook and Gateway Bridge traffic for 2005 to 2007 are based on annual figures.
All other traffic was measured over a period of 1 to 2 weeks. As such it may vary by + or - 10%.

Sources: QDMR website, RCY traffic counts 2006, 2007 and 2008, QML Annual Reports

Traffic findings 2005 - 2008

- Alternate river crossings already operating at capacity
- Traffic growth is continuing on feeder routes
- Lutwyche Road, Wynnum Road, Story Bridge and Ipswich Road have been impacted by construction works
- The number of heavy vehicles increased by the 35 percent on Lutwyche Road and Ipswich Road
 - Impact of construction activity
 - Changes to approved truck routes
- Traffic surveys reinforce confidence in forecasts, despite construction impacts



A photograph of the Sydney Opera House and the Sydney Harbour Bridge over the water. The Opera House is on the left, and the Bridge is on the right. The water is in the foreground, and the sky is blue.

Traffic across Sydney Harbour
increased by 21.5% in the
3 years following the opening of
Sydney Harbour Tunnel.

Airport Link positive for NSBT traffic

- Preferred proponent selected by Qld Government
- Delivery mid 2012 (6 months early)
- NSBT to benefit from motorway-to-motorway connections at northern and southern ends
- NSBT traffic model forecasts a 1 percent increase in traffic flows as a result of the Airport Link
- Conservative given 80% of Airport Link traffic is forecast to travel to / from Bowen Hills, as well as benefit of the direct connection between the Pacific Motorway, NSBT and Airport Link
- Conservative given Sydney toll road experience:
 - Traffic increased by more than 15 percent on the M2 when WestLink M7 opened in 2005
 - When the M5 East opened in 2001 the Eastern Distributor experienced a 20 percent increase in traffic



BrisConnections traffic model reinforces fundamentals

- Brisbane's economic and population growth
- Alternate routes to NSBT already at capacity (Captain Cook Bridge, Story Bridge and Gateway Motorway)
- Continuing high dependence on motor vehicles
- Use of public transport lower than Sydney and Melbourne
- Worsening travel times and predictability due to traffic congestion
- Peak spreading across Brisbane network
- Suppressed demand to be released as new capacity is introduced

Source: *BrisConnections PDS*

Conservative traffic modelling adopted by NSBT

- RiverCity Motorway Group traffic forecast for NSBT is further supported by the Airport Link forecasts, which have higher population and employment growth assumptions
- Airport Link tunnel is forecast to open with 135,885 vehicles per day, which is over twice the RiverCity Motorway Group traffic forecast for NSBT (60,451 vehicles per day)
- Following traffic ramp-up Airport Link is forecast to carry 195,378 vehicles per day, compared to RiverCity Motorway Group forecast of 100,284 vehicles per day on the NSBT

Source: BrisConnections PDS