

Our ref MC120471_final



11 November 2021

Mr David Dallaston
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Department of
Transport and Main Roads

Dear Mr Dallaston

I refer to my interim response of 9 September 2021 about the works at the intersection of Gympie Road and Webster Road.

The investigation by the Department of Transport and Main Roads (TMR) has been completed, and I provide the following response to the questions you have raised in your letters of 21 June and 9 September 2021. I note you also emailed TMR's Metropolitan Region on 6 July 2021.

Road Safety Strategy

The Queensland Government has a vision of zero road deaths and serious injuries as committed to in the *Queensland Road Safety Strategy 2015-21* and *National Road Safety Strategy 2011-2020*. To achieve this vision, the Department of Transport and Main Roads' (TMR) Road Safety Policy commits the organisation to adopt the Safe System framework's principles, processes and practices. The Safe System approach means TMR adopts Safe System principles and applies Safe System processes and practices across four pillars – Safe Roads and Roadsides, Safe Speeds, Safe Road Users and Safe Vehicles.

With respect to Safe System principles, unsignalised slip lanes create uncertainty for pedestrians and motorists about give way obligations and the crossing location. This is not only a question of road rules but also of driver behaviour, and as a driver's attention may be on the traffic coming from the right and not on the pedestrians on the left, there is a possibility of an incident that could result in a serious injury, or worse, death.

TMR has an organisational vision of creating a single integrated transport network accessible to everyone. People with a vision impairment rely on time-separated crossings and without this, accessibility for all road users is not achieved. The decision to signalise a slip lane with two-aspect signals is the preferred treatment, with resultant high levels of visual and audio service for pedestrians. On this occasion, TMR is unable to operate the slip lane signals independently from the main intersection. This is a result of analysing the traffic volumes where the number of vehicles utilising the slip lane (from Gympie Road to Webster Road) during peak hours were monitored. Following the investigation, TMR concluded that to avoid creating traffic congestion on Gympie Road, this slip lane will not be independent from the main intersection.

The project at the intersection of Gympie Road and Webster Road complies with TMR's Road Safety Policy. The objective is to reduce the risk of accidents at the intersection, given the increased number of pedestrian and bike riders who will cross this busy intersection once Brisbane City Council's bikeway project is completed.

Public Consultation

TMR has a Customer Charter which commits TMR to make safety its priority, as well as keeping customers informed. These works are considered road safety improvements, and stakeholder and community notification were undertaken (see enclosure) before the works began.

Queensland Road Rules

The *Queensland Road Rules* are clear in that pedestrians should not enter/cross the road when the pedestrian signal light is red at any intersection, including slip lanes. Similarly, applicable *Queensland Road Rules* apply to vehicles using signals at intersections and slip lanes.

The inclusion of safety treatments at slip lanes in TMR's Road Safety Policy is borne from the 173 pedestrians involved in fatal and serious injury crashes involving left-turning vehicles at intersections between 2008 and 2017.

Slip lane designs

Closing the slip lanes is not considered the most efficient option as it would require a major upgrade at the intersection of Gympie Road and Webster Road. Additional lanes would be required on both roads, and this major upgrade would require more funding than signalling the slip lanes to provide a solution to protect pedestrians and bike riders. The appropriate option, given the available funding for Gympie Road and Webster Road, was to signalise the slip lanes to comply with TMR's Road Safety Policy.

Intersection upgrade and cost

To undertake the work you describe, there would need to be significant roadworks. Works on major roads, such as Gympie Road, need to be undertaken at night and with significant construction traffic control. Typically, most works of this nature require changes to the underground equipment, which can have a knock-on effect to adjacent underground public utilities.

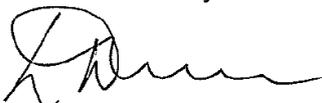
Large projects that address multiple safety issues are usually included within full intersection upgrades that address congestion and future growth. To give you an example of the cost magnitude for an intersection that addresses safety, congestion and future growth is the \$30 million Mount Lindesay Arterial Road (Beaudesert Road) and Illaweena Street intersection upgrade. This project is funded as part of the Queensland Economic Recovery Strategy: Unite and Recover for Queensland Jobs.

As per my previous letter of 18 June 2021, I can confirm that the Gympie Road and Webster Road intersection is on a priority list for further funding. However, at this time TMR can only commit to the signalisation and lighting improvements to the existing slip lanes.

I note TMR has your details in its database to receive community updates in your area and updates will be sent to you on upcoming works.

I trust this information is of assistance.

Yours sincerely



Les Dunn

General Manager (Program Delivery and Operations)

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Gympie Road and Webster Road Intersection - Signals and Lighting Installation

Dear Stakeholder,

The Department of Transport and Main Roads (TMR) would like to advise that pedestrian signals and lighting will be installed at the slip lanes located at intersection of **Gympie Road and Webster Road intersection (southbound), Aspley**.

These works were initiated as safety improvements to the Gympie Arterial Road due to local demand and infrastructure upgrades required at this location. As part of the works, the existing pedestrian ramps will be upgraded to suit for both pedestrian and bike riders shared path.

Works will improve safety for all road users, providing greater separation between pedestrians, bike riders and traffic travelling southbound.



Timing

- Works will commence **late-May 2021** and be completed by **late July 2021**, construction and weather conditions permitting.
- **The majority of work will be undertaken at night** for the safety of the work crew and road users and to minimise the impact to the road network. However, there will also be occasional works carried out during the day.
- Typical construction hours will be nightworks from **7pm to 5am Sunday to Thursday**.



Expected impacts

- Nearby residents and businesses may experience short-term impacts including noise, light and dust from construction equipment and activities onsite.
- Road users will experience minor delays due to changed traffic conditions while work is underway. This will include partial shoulder and lane closures, temporary speed reductions and short-term traffic disruptions.



Works

Works will include:

- Installation of pedestrian signals and lighting at the slip lanes
- Upgrades to the existing pedestrian ramps to accommodate for both pedestrian and bike riders shared path.
- Provision of chevron marking at the corner of Webster Road to Gympie Road to stop drivers from using the shoulders to get to the slip lane.

TMR appreciates your patience while these important works are being carried out and will make every effort to minimise disruptions throughout the duration of this project.

Kind regards,

The Project Team

Metropolitan Region / Brisbane Office

Program Delivery and Operations Branch | Department of Transport and Main Roads

Further Information

For up-to-date information on road closures and traffic conditions across Queensland, go to www.qldtraffic.qld.gov.au or call 13 19 40.

If you require further information, please contact the project team on



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