



## Minister for Transport and Main Roads

Our ref: MC112151

15 April 2020

Mr Michael Berkman MP  
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Dear Mr Berkman

Thank you for your letters about various issues on MetRoad 5 and the meeting held with representatives from the Department of Transport and Main Roads (TMR) on 14 November 2019. I apologise for the delay in responding.

TMR has advised the following in relation to the issues raised in your letters.

### **Boundary Road/Rouen Road, Bardon**

#### Red pavement marking

TMR has further assessed its advice about installation of a red pavement zebra crossing and has determined that this treatment would have minimal benefit. However, in order to improve motorists' awareness of the pedestrian crossing, TMR has undertaken the following treatments:

- hi-visibility target boards installed on the pedestrian crossing signs
- advance pedestrian crossing warning signs installed
- reflective hand rails or yellow bars installed in the pedestrian staging area
- new asphalt with zebra crossing line marked with long-life thermoplastic white lines
- installation of advance pavement messages advising of the crossing
- vegetation clearing maintenance undertaken on the roundabout.

TMR will continue to monitor this location to determine the effectiveness of these treatments and to further modify as appropriate.

#### Speed limit review

TMR has undertaken a speed data survey in the area of Latrobe Terrace and MetRoad 5, with a further speed limit review covering the Rouen and Boundary Roads roundabout leg expected to be completed by the end of this financial year. The review will consider crash history, traffic volumes and prevailing speeds, road function and characteristics. Once the review is complete, it will be tabled at a meeting of the local speed management committee for discussion and endorsement. The committee includes representatives from the Queensland Police Service (QPS), Brisbane City Council, and road safety officers from TMR.

#### Raised wombat crossing

I am advised that TMR has determined that a wombat crossing would not be appropriate at this location. There is concern that the installation of a wombat crossing will increase vehicle noise and may pose a greater risk of nose to tail crashes when there is limited crossing storage space for motorists between the crossing and roundabout.

### Flashing lights

Flashing lights are not installed at zebra pedestrian crossings on state-controlled roads for several reasons, including that there is no way for the lights to only be active when pedestrians are approaching or using the crossing. This would require the lights to be continuously activated, which would reduce the effectiveness and may cause reduced amenity such as impacting adjacent residential and business properties.

### Vegetation clearing

Vegetation clearing works on the roundabout on the northbound approach to the zebra crossing were completed in November 2019. I am advised motorists now have improved sight distance to the crossing.

## **Macgregor Terrace, Bardon**

### Traffic signals

As an outcome of a previous investigation on the 'see-through' effect of traffic signals on Macgregor Terrace north of Latrobe Terrace, TMR installed larger lanterns at the Simpsons Road intersection.

### Pedestrian crossing on Macgregor Terrace

TMR has undertaken an investigation at this location and determined that a pedestrian refuge is likely to be an appropriate intervention at this location.

TMR is currently investigating the technical issues related to formalising a pedestrian refuge at this location and to determine the safest location for the refuge.

## **Request for pedestrian crossing on Birdwood Terrace and Frederick Street intersection**

A pedestrian crossing located 145 metres south of Birdwood Terrace, with pram ramps and a centre refuge, has adequate sight distance and is providing a safe crossing point of Frederick Street. Accordingly, the installation of a pedestrian crossing at this intersection is not supported at this time.

## **Frederick Street, Auchenflower**

### Concealed driveway sign

TMR has investigated the request for a concealed driveway sign and advises that it is not warranted according to the *Manual of Uniform Traffic Control Devices*. However, to address the residents' concerns, TMR will install an edge line for the southbound lane to provide a buffer for residents to enter and exit their driveways in the coming months. This edge line will be similarly spaced as the edge line at Victoria Crescent and Musgrave Street.

### Motorists ignoring road speed

Motorists ignoring road rules is a compliance matter and falls under the jurisdiction of QPS. Incidents can be reported to Policelink by telephone on 131 444 or email at [police@policelink.qld.gov.au](mailto:police@policelink.qld.gov.au).

'Slow for SAM' – speed awareness monitors (SAM)

Slow for SAM is a BCC initiative that is used on council roads. SAM is installed where there is an identified speed compliance issue. Unfortunately, SAM is not installed on state-controlled roads as it is not a TMR initiative.

### **Miskin Street and the Toowong roundabout**

#### Miskin Street sign for northbound motorists obscured by trees

TMR lodged a request with BCC for vegetation maintenance. BCC has advised TMR that this work was completed in January 2020.

#### Merging on to Frederick Street flyover to exit Mount Coot-tha roundabout

Following an investigation in 2019, TMR made improvements to signage on the Frederick Street flyover to advise motorists of the merge. Three large directional signs are also located on Milton Road to guide motorists to the Mount Coot-tha Road exit. No additional works are currently proposed at this location. However, TMR will continue to monitor safety at this location.

### **Compression Braking**

In accordance with TMR's *Traffic and Road Use Management Manual*, 'limit compression braking' signs are installed at the entry to urban environments to reduce compression braking. These signs have been installed at strategic locations into and within the Brisbane Metropolitan region.

Compression braking is a safety feature for heavy vehicles, which reduces brake wear and can prevent heat-induced brake failure. It is not illegal for trucks to use these brakes as there is no legislation in Queensland that prohibits its use. The signs installed are only advisory to the truck driver. TMR is not proposing to install additional truck noise signage at this location.

I trust this information is of assistance.

Yours sincerely



**MARK BAILEY MP**  
**Minister for Transport and Main Roads**