



Michael Berkman MP
For Maiwar ▲

10 December 2019

Hon Mark Bailey MP
Minister for Transport and Main Roads
Via email: transportandmainroads@ministerial.qld.gov.au

MetRoad 5 - next steps

Dear Minister Bailey,

I am writing in relation to MetRoad 5 subsequent to a meeting my staff and I had with staff and officials from the Department of Transport and Main Roads (TMR) at my office 14 November 2019.

At the meeting we discussed several issues of concern in relation to MetRoad 5 for residents in my electorate of Maiwar. First of all I would like to congratulate the the TMR team for their efforts. I found our meeting very productive and I am hopeful we will be able to achieve some positive changes to make MetRoad 5 safer and more efficient for all road users including pedestrians, cyclists, and motorists.

Below I have summarised our discussion and the next steps in relation to various issues.

Boundary Rd / Rouen Rd roundabout, Bardon

The Boundary Rd / Rouen Rd roundabout in Bardon is one of the most confusing and dangerous intersections in Brisbane. Naturally, many local residents have expressed concern about the safety and capacity of the roundabout. The key issues which emphasised to the TMR representatives were:

- The high speed of cars exiting the roundabout into Boundary Rd to the north
- The increase in vehicular and pedestrian traffic as a result of trips generated by local business and Rainworth state school, as well as the newly approved childcare centre at 15 Runic St, facing the roundabout.
- My support for a 40km/h zone at the roundabout and surrounds
- My support for efforts to improve pedestrian safety — including the planned installation of red pavement markings, flashing lights or a wombat crossing at the existing pedestrian crossing.

It was reassuring to hear that TMR has been looking into these issues and is aware of the increased traffic and pedestrian volumes as a result of the Bardon Shed and new childcare centre.

In our previous correspondence on this matter, you had committed in your letter of 3 December 2018 that red pavement markings would be installed at the crossing by June 2019, to coincide with road resurfacing work. Unfortunately that did not occur, and in September 2019 there was rear-end accident at the pedestrian crossing, which I described in my letter to you on 1 October 2019.

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The fire, police and ambulance services all attended the scene. The driver of the first car complained of a sore back and the second driver was very distressed as a result of the accident. Both were attended to by the Ambulance service. The second car had to be towed. Significantly, the accident happened because the driver in front stopped to avoid hitting a pedestrian using the crossing. The driver behind subsequently rear-ended them at speed.

My understanding is that this accident occurred on the northbound side of Boundary Rd, to the north of the roundabout. It became clear that TMR's focus has been on southbound vehicle speeds approaching the roundabout from the north, but that northbound speeds are also a key factor.

It is not clear whether red pavement markings would have prevented the accident, but it is deeply disappointing that the promised works to improve pedestrian safety did not eventuate in time to help prevent that accident.

I reiterated to the officials that in order to capture realistic data, any TMR investigations informing future work must include surveys during school terms, including drop off and pick up time at both the school and the childcare centre.

The agreed actions on this point were:

- TMR will consider initiating a **speed limit review for the area surrounding the roundabout**. As noted above, I would support a 40km/hr speed limit. As noted below, this speed limit review could be expanded to cover a longer stretch of MetRoad 5 including Macgregor Tce.
- TMR will follow up on the promised pavement marking and on other possible pedestrian safety improvements including flashing lights or a raised wombat crossing.
- TMR will be trimming some vegetation to improve the visibility of the existing pedestrian crossing north of the roundabout.

Macgregor Tce, Bardon

In relation to Macgregor Tce, I raised issues around pedestrian safety — particularly the unsafe unmarked pedestrian crossing south of the Latrobe Tce roundabout. I understand that many members of the community have been in touch with your office about this issue already. I set out those issues in detail in my letter to you on 5 July 2019.

I was impressed and thoroughly appreciated the depth that TMR went into on this issue in particular, including traffic and pedestrian studies and a thorough understanding of the issues along the corridor.

Incomplete traffic and pedestrian counts which the TMR officials presented during the meeting confirmed the issues that have been raised to me by locals. Those figures showed relatively few pedestrian movements across Macgregor Tce, potentially as a result of the danger pedestrians face, and low 85th percentile speeds around or below 50km/h during the day, despite a posted speed limit of 60km/h.

TMR presented some potential options to alleviate these issues including the installation of a refuge island in the existing painted median strip south of the roundabout and reducing the speed limit. **I support that proposal, and registered my strong support for a safer speed limit of 40km/h.** Crucially,

the officers confirmed that given the observed current speeds, a lower limit would have a very limited impact on motorists and travel times. As noted above, it would be more cost effective for any speed limit review at Macgregor Tce to include the Bardon roundabout as well.

I was pleased to hear that any progress on this issue would be communicated to me before advancing and I look forward to working with you moving forward to ensure that changes reflect the wishes of the community.

Additionally, I briefly raised my concerns over the traffic lights and pedestrian crossing Macgregor Tce north of the Latrobe Tce roundabout at the Bardon shops. Some northbound drivers run the red light at this intersection because they are looking 'through' it to the next one. I was reassured that this issue would be investigated and I look forward to the results of this investigation.

Birdwood Tce / Frederick St Intersection

The Birdwood Tce / Frederick St intersection is also a point of concern for many locals. There is no crossing point at all, so pedestrians travelling along Birdwood Tce attempting to cross Frederick St find it basically impossible. Their only pathway consists of multiple grades, high volumes of traffic, and no clear place to shelter from traffic. I was encouraged to hear that TMR would investigate potential improvements, and again, I look forward to the results of this investigation.

Frederick St, Auchenflower

Along Frederick St in Auchenflower, I have heard concerns from a resident about the safety of their driveway which leads onto this high traffic road with little visibility. Specifically residents in numbers 43 and 47 Frederick St are concerned about being rear-ended when turning into or out of their driveway. I registered my support for lower speed limits, and noted that motorists regularly exceed the 60km/hr speed limit along this stretch. A "slow for sam" style speed control device would be very much appreciated by local residents.

The TMR officers agreed that a simple "concealed driveway" sign would be an easy solution for this issue. I look forward to engaging further in relation to the other solutions I put forward.

Miskin St and the Toowong roundabout

My understanding is that Miskin St is a Council road, but the TMR officials agreed to examine a few issues in relation to the Toowong roundabout.

We discussed the fact that the sign for northbound motorists on Miskin St, just south of the Toowong roundabout, is currently partially obscured by trees. If drivers don't spot the sign until too late then there is a higher risk of erratic car movements on the roundabout. The officers agreed to make sure the tree is pruned. I was assured it would be done as soon as possible and appreciate the responsiveness and consideration of small issues.

Since the meeting on 14 November 2019, a number of residents have raised related issues with the Toowong roundabout. These issues are:

- Westbound motorists entering the Western Freeway travelling at high speed down the flyover from Frederick St. This is very hazardous for motorists exiting to the right towards Mt Coot-tha. This issue could be addressed with better enforcement and signage on the flyover or by making the rightwards exit towards Mt Coot-tha more visible.
- Motorists changing lanes unexpectedly while on the roundabout. This issue could be resolved with clearer signage on Miskin St on the approach to the Toowong roundabout. Another solution could be to reduce speeds on Miskin St so that northbound motorists have more time to choose the correct lane before entering the roundabout.

I hope that TMR can work with Brisbane City Council to address those two further issues.

Compression Braking

At the end of the meeting we briefly discussed noise from compression braking, an issue I have raised with you previously. I appreciated the discussion we had and, of course, I would support more signage and any other efforts your government might make in order to reduce compression braking noise. I was very interested in the prospect of national noise regulations including noise thresholds and monitoring equipment. This work is being led by the National Transport Commission, but I would like to offer my strong support for any efforts to cut down on unnecessary excessive noise. If there is anything I can do to support progress by the Queensland government and National Transport Commission I would be more than happy to assist.

If you would like to discuss any of these matters further, please contact my office on (07) 3737 4100. I look forward to hearing from officials on the various specific items raised above.

Kind regards,



Michael Berkman MP