Recommendations of Sippy Downs Ramp Investigation Report

Most recommendations of the Sippy Downs Ramp Investigation Report are complete. The remaining recommendations and their current status are given below.

Recommendation 5.5

Improvements to road lighting to enhance illumination of the approach ramp and curve.

Status

- Work has commenced and additional lighting has been installed.
- The anticipated completion date for final improvements to existing lighting is the end of the 2008/09 financial year.

Recommendation 6.1

Delays in receipt of crash reports to be addressed.

Status

- Work continues with Queensland Transport and Queensland Police Service on crash reports.

Recommendation 6.4

Main Roads reviews its design methods and its guidelines and specifications to ensure, in areas of roadway with increased surface friction demands and potential for increased polishing (such as at tight curves and approaches to intersections on heavily trafficked roads), that better-performing aggregates (with higher polished aggregate friction values) are specified.

Status

- Research and analysis are underway on stone friction values.
- The anticipated completion date is December 2009.

Recommendation 6.5

Main Roads progressively undertakes a state-wide review of advisory speed signs on curves to confirm advisory speeds remain appropriate using the procedures in the Manual of Uniform Traffic Control Devices.

Status

- Ongoing activity to be rolled out over time.

Recommendation T4

Establish a program to compare the crash performance on exit-ramps and on-ramps using the crashes per 100 million vehicle kilometres of travel. The resulting crash rates should be used to compare ramps with other ramps as well as with adjoining through-carriageways.

Status

- Data collection and analysis completed.

Recommendation T10

Investigate the feasibility of using friction demand and supply as well as the 'comfort' criteria when determining advisory speed levels.

Status

- Draft guideline completed and under consideration.

Contact

For more information contact:
Senior Engineer (Road Safety)
- Ph: (07) 3834 2697
- Fax: (07) 3834 9401

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