

Hornibrook Esplanade, Clontarf

Signalised pedestrian crossing

Frequently Asked Questions

January 2018

The Department of Transport and Main Roads (TMR) is planning works to provide a controlled, safe road crossing for pedestrians along the Hornibrook Esplanade in Clontarf. Works will involve:

- installing a signalised pedestrian crossing adjacent to 80-84 Hornibrook Esplanade
- installing raised concrete islands
- removing six informal car parking opportunities along Hornibrook Esplanade, two directly in front of the Seavue Apartments and four on the opposite shoulder; and
- installing associated street lighting.

Why is a signalised pedestrian crossing needed?

- In response to requests from businesses and other stakeholders, TMR investigated the need for a pedestrian crossing facility in the vicinity of the Seavue Apartments to improve the level of service and safety for pedestrians.
- A signalised pedestrian crossing is the safest option as it is appropriate for the traffic volume and traffic speed environment, the number of traffic lanes to cross, and the distance to alternative crossings. It also has the advantage of providing a safe, functional service suitable for the elderly and those with a physical or visual disability.
- TMR also investigated the possibility of a pedestrian refuge near this location, however, a refuge would result in greater impact, with up to 14 car parks being removed, and would not provide the safest crossing option for all types of pedestrians. In addition, the traffic islands required for a pedestrian refuge would impact the safe operation of existing property accesses.

Why is this location on Hornibrook Esplanade chosen for the pedestrian crossing?

- Pedestrian movements were monitored and our observations show pedestrians typically cross at this location from the Bramble Bay foreshore to food services and other retailers on Hornibrook Esplanade. With no pedestrian facilities within a reasonable distance from this location, pedestrians currently face difficulties and potential safety risks by crossing four lanes of traffic.
- Pedestrian facilities are most useful where they are placed on, or as close as practicable to the desired crossing line.
- The centralised location best services the current community and the predicted future residential and business developments along this section of Hornibrook Esplanade.
- The current design location minimises the impacts on parking loss and turning movements into adjacent property entrances.

Contact us

Project reference: 250/122/401

Phone: 1800 502 307 *Free call from anywhere in Australia. Call charges apply for calls from mobile phones and payphones*

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How many parking spaces will be impacted?

- We have minimised the impact on car parking opportunities, with the revised design now resulting in the removal of only six informal car parking opportunities, two directly in front of 80 Hornibrook Esplanade and four on the opposite shoulder.
- However, more car parking opportunities will likely be used on the foreshore-side of Hornibrook Esplanade, with motorists able to park and safely cross at the signalised pedestrian crossing.

Will noise increase with the signalised pedestrian crossing?

- TMR uses the *Transport Noise Management Code of Practice* to characterise and assess noise impacts. While a noise assessment is not required by the Code, it is noted that a signalised pedestrian crossing will alter the characteristics of noise emissions from accelerating and braking traffic, and these traffic operations are normal for the urban function of this type of road.
- This section of Hornibrook Esplanade is a non-access controlled road and under the Code does not qualify for noise barriers due to their ineffectiveness for this type of environment.
- TMR conditions residential property developments to ensure the building construction reduces the impacts of transport noise on habitable rooms within the building. Our records show that such conditions were imposed on the development of the apartments at 80 Hornibrook Esplanade.
- The noise produced by the audio push-button component of the signals, designed to assist visually impaired pedestrians, will be set to the minimum volume requirements of the Australian Standards to minimise potential noise impacts.
- The traffic signals will be encased with visors, and TMR has designed new street lighting to limit the spread of light emission.

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