

Nattagan Itthiboon

From: [Redacted] Part Refuse Sch.4 Part 4 s.6 PI
Sent: Monday, April 04, 2016 4:32 PM
To: Director-General TMR
Subject: stagnant water in unmade gutter on Albany Creek Road, Aspley/Bridgeman Downs
Attachments: img020.jpg; IMG_0056.JPG; IMG_0057.JPG



Mr N. Scales, Director General

Dear Mr Scales

[Redacted] Part Refuse Sch.4 Part 4 s.6 PI

[Redacted] PI

Since late 2010 I have been corresponding with your predecessor about the **poor drainage on Albany Creek Road, Aspley/Bridgeman Downs.**

Reference numbers on previous correspondence are DG16957 interim, DG17721 and DG16957 final. On all three letters Mark Wilson is beside 'Enquiries'.

In a letter from Miles Vass, General Manager (Assets and Operations) dated 18 July 2011 he advised that 'officers from the Department of Transport and Main Roads carried out a site inspection and advise that further hydraulic investigation is required to determine the cause of flooding and to propose possible remedial measures. This investigation will take approximately twelve weeks to complete. The department will provide further advice to you once this investigation is complete'. (I have never received any further advice).

In the above letter Mr Rajan Koirala, Senior Engineer (Asset Maintenance) was listed as a contact and I spoke to him early in January 2012. I wrote to him on 27 January 2012. In my letter (copy attached) I referred to him telling me that the problem was going to design and that hopefully when that is done costing can be established so that the task can be prioritised. Nothing has transpired since although the unmade gutter is mowed from time to time and recently the grass has been poisoned. In places the lower part of the unmade gutter has been made deeper by the wheels on the mower. In some places the unmade gutter is well below the concrete ends of crossovers and that is where the water lies and becomes contaminated.

I refer to the last paragraph of my letter of 27 January 2012 - 'It is an eyesore during wet weather and the contaminated water in the drain afterwards is a definite health hazard.

Recently I have noticed in a few places in the unmade gutter, particularly between Trouts Road and Bangalow Street, patches of contaminated water which are depicted in the attached photographs.

OFFICE OF THE
DIRECTOR-GENERAL
06 APR 2016
RECEIVED

I have contacted the Brisbane City Council about the contamination even though it is on a main road but as usual the Council wants nothing to do with the matter.

As a result of contact with your Department, on 31 March 2016 I met Gary Doyle of Roadtec at the site. Gary took photographs of the contaminated water and said that he would be reporting to his superiors on what may be done in regard to it. I gave him copies of some of the correspondence referred to previously.

If there is no chance of the unmade gutters being properly formed in concrete, surely something can be done about the contaminated water which I sincerely believe is a health hazard.

I realise that the area is quite flat but I have mentioned previously to your officers that the watershed is near the gates to the transport corridor.

I am hopeful that something can be done about the matter real soon.

Can someone acknowledge receipt of this communication please.

Yours faithfully

Part Refuse Sch.4 Part 4 s.6 PI

Released under RTI - DTMR

27 January 2012

Mr R Koirala

Senior Engineer (Asset Maintenance)

Dept of Transport and Main Roads

Brisbane

Dear Rajan

Thank you for talking to me the other day about drainage on Albany Creek Road, Bridgen Downs.

Your reference number is DG17721. I have been corresponding with your Director-General about this problem for probably three years now. I have supplied photos of the problem as well.

You mentioned the small amount of fall in the gutters. That is so but the water gets away quite quickly by means of existing drains.

As I mentioned to you the watershed is adjacent to the gates to the transport corridor. I have established that on two occasions now when the gutters were quite full of water.

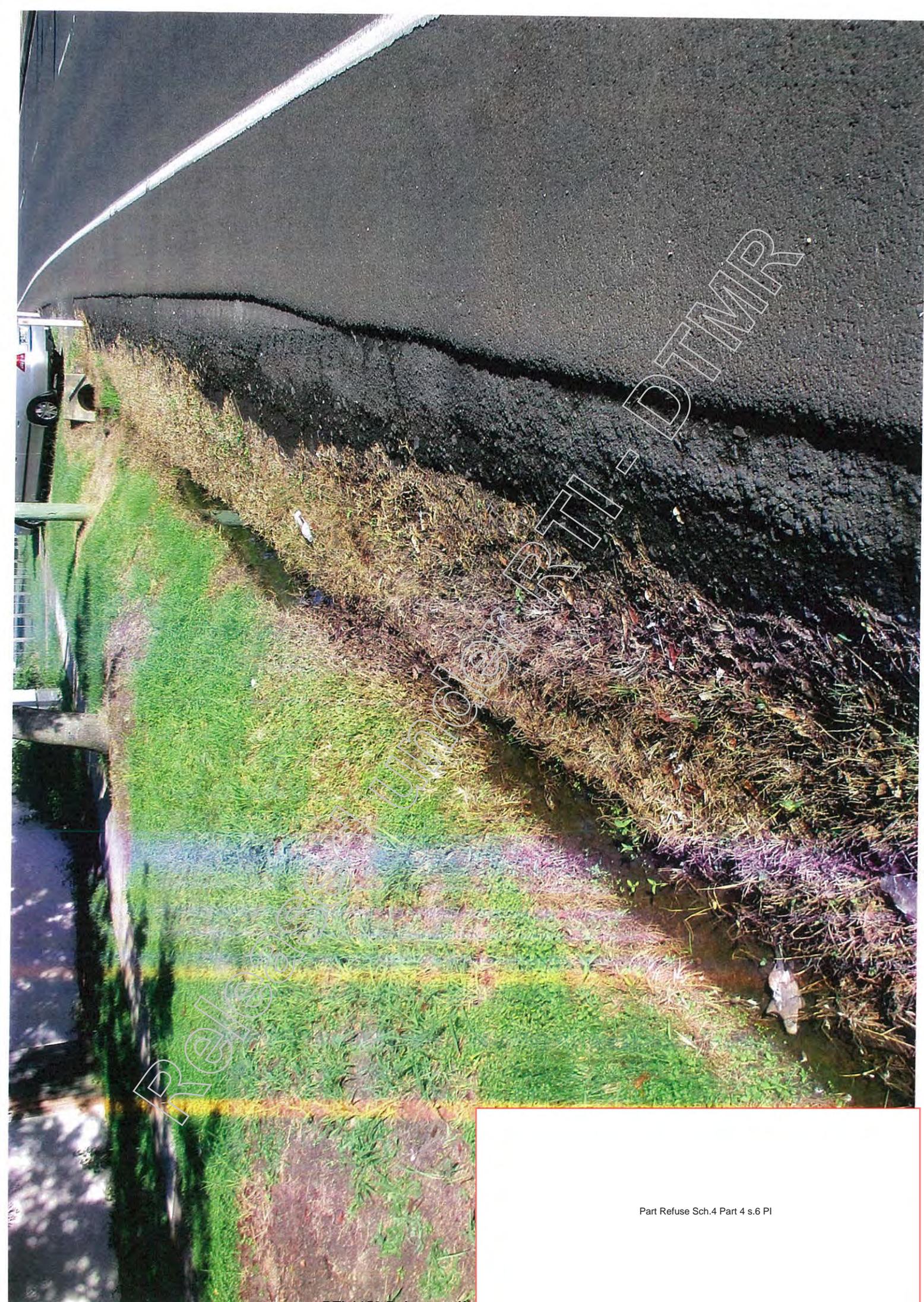
You mentioned that the problem was going to design. I am pleased to hear that.

Hopefully when that is done costing can be established and the task can be prioritised.

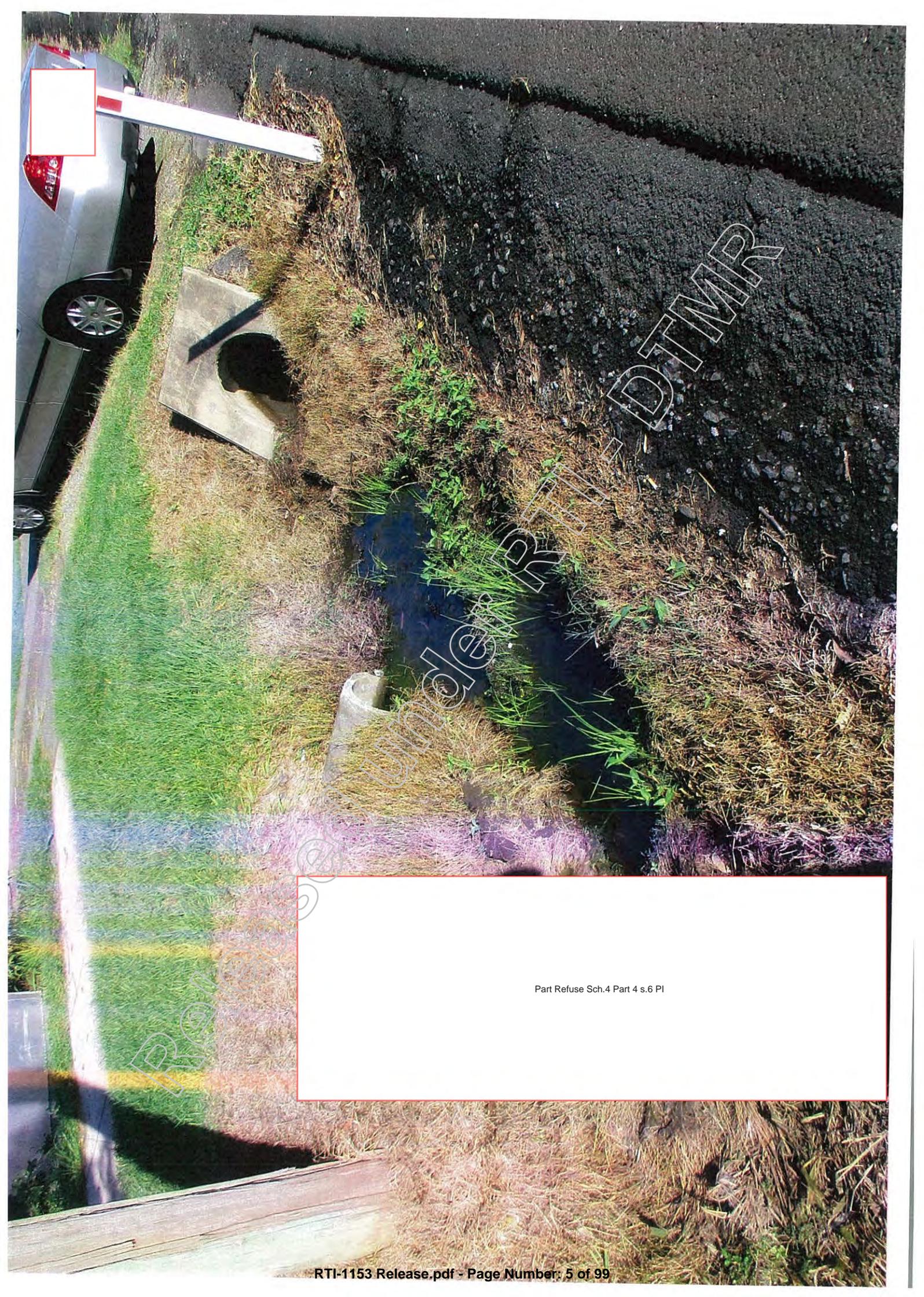
I am sure you will appreciate that this problem is not new and will not go away unless something fairly major is done.

It is an eyesore during wet weather and the contaminated water in the drain afterwards is a definite health hazard.

Yours sincerely



Part Refuse Sch.4 Part 4 s.6 PI



Part Refuse Sch.4 Part 4 s.6 PI





Our ref: DG31152

28 JUN 2016

Part Refuse Sch.4 Part 4 s.6 PI

Dear

PI

Thank you for your email of 4 April 2016 about drainage issues on Albany Creek Road at Aspley/Bridgeman Downs. Please accept my apology for the delay in responding to you.

I understand your concerns and note your frustration about the drainage issues at this location. I am pleased to advise the Department of Transport and Main Roads (TMR) has investigated your concerns and, design work for an upgrade of this drain is complete. Your concerns about stagnant water will be resolved by this work.

As you would appreciate, TMR has a limited budget to carry out road improvements. Any allocation of funding for upgrades needs to be considered against other competing priorities. I understand that an officer from TMR contacted you on 16 June 2016 and advised that, in the interim, TMR is investigating ways to address the drainage issues until the funding is available for the upgrade of this drain.

If you require further information, please to contact Mr Lou Kamenous, Principal Engineer (Civil), by email at metropolitanregion@tmr.qld.gov.au or telephone on 3066 5734.

To report maintenance issues or hazards on a state-controlled road, please call the traffic and travel hotline on 13 19 40.

I trust this information is of assistance.

Yours sincerely



Neil Scales
Director-General
Department of Transport and Main Roads

TMR DLO

From: Finn Semple <Finn.Semple@ministerial.qld.gov.au>
Sent: Tuesday, 10 March 2020 11:07 AM
To: TMR DLO
Subject: DLO3996 Milestones - Signalisation

Importance: High

Categories: Abbie

Hi,

Can I please get urgent advice in relation to milestones for:

- Bangalow St/Albany Creek Rd intersection (construction start and completion dates)

- Not Relevant

Thanks,
Finn

Finn Semple

Caucus Liaison Officer

Office of the Hon. Mark Bailey MP



**Queensland
Government**

Minister for Transport and Main Roads

P 07 3719 7322 | E Finn.Semple@ministerial.qld.gov.au OR TMR CLO@ministerial.qld.gov.au

M

NR

 Level 35, 1 William Street Brisbane QLD 4000

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Advice for Minister for Transport and Main Roads

Subject: Milestones for Bangalow Street/Albany Creek Road intersection

Document ID: DLO3996

- The Department of Transport and Main Roads has recently been successful in securing funding from the Targeted Road Safety Program (TRSP) to improve safety and accessibility at the intersection of Albany Creek Road and Bangalow Street.
- The Albany Creek Road and Bangalow Street intersection signalisation project has secured funding of \$2.524 million.
- The TRSP is primarily funded from the Camera Detected Offence Program, and significantly improves safety on the state's road network. During 2018-19, \$129.1 million in TRSP funding was invested in safety projects to reduce the impact of road trauma for all road users through high-benefit road safety infrastructure interventions.
- As part of this project, the intersection will be signalised to address crash risk and signalised pedestrian crossings will be provided to improve accessibility.
- Construction is expected to commence in January 2022 and be complete in mid-2022.

Action Officer/Approved by:	Endorsed by GM	Endorsed by DDG	Endorsed by DG
Jack Ryan	Penny Ford	Les Dunn	Neil Scales
A/Regional Director (Metropolitan)	A/General Manager (Program Delivery and Operations)	A/Deputy Director-General (Infrastructure Management and Delivery)	Director-General
Tel: Not Relevant	Tel: 3066 5498	Tel: 3066 5498	Tel: 3066 7316
Date: 18/03/2020	Date: 18/03/2020	Date: progressed under A/GM approval	Date: 18/03/2020

TMR DLO

From: Felix Gibson <Felix.Gibson@ministerial.qld.gov.au>
Sent: Thursday, 20 June 2019 1:28 PM
To: TMR DLO
Subject: EE8359 FW: Constituent inquiry- Albany Creek Road- response needed by 28 June

Categories: Cyndy

EE please

Kind Regards,

Felix Gibson

Caucus Liaison Officer

Office of the Hon. Mark Bailey MP

Minister for Transport and Main Roads

P (07) 371 97328 | E TMR_CLO@ministerial.qld.gov.au
Floor 35, 1 William Street Brisbane QLD 4000



From: Bart Mellish <Bart.Mellish@parliament.qld.gov.au>
Sent: Wednesday, 19 June 2019 9:25 AM
To: Felix Gibson <Felix.Gibson@ministerial.qld.gov.au>

Cc: External - Aspley Electorate Office <Aspley@parliament.qld.gov.au>
Subject: Constituent inquiry- Albany Creek Road- response needed by 28 June

Hi Felix,

Can I get info from DTMR so I can directly answer the below inquiry regarding Albany Creek Road. I get plenty of inquiries from people wanting traffic lights installed either on the corner of Albany Creek Road and Trouts Road, or Albany Creek Road and Bangalow Street. I can't work out if Albany Creek Road is a wholly State controlled road or if council have a role in it too.

Judging from the DTMR maps its classed as a 'local road of regional significance'

This specific inquiry is:

[Redacted] PI Last year [Redacted] PI was involved in a car accident at the intersection of Trouts Road and Albany Creek Road. He was travelling on Albany Creek Road turning right into Trouts Road when his car was hit by another car travelling in the opposite direction on Albany Creek Road.

Part Refuse Sch.4 Part 4 s.6 PI

I'm telling you all this as I believe this intersection is extremely dangerous and should have traffic lights installed before someone is killed.

I don't have any statistics about the number of accidents that occur there (maybe you do?) however there is always debris around the intersection indicating that accidents are very common. What can we do about getting traffic lights installed?

Regards,

Bart



Bart Mellish MP
Member for Aspley



Working for Aspley

Email: aspley@parliament.qld.gov.au Shop 8, 46 Gayford St PO Box 1261,
Phone: (07) 3554 7100 Aspley QLD 4034 Aspley QLD 4034

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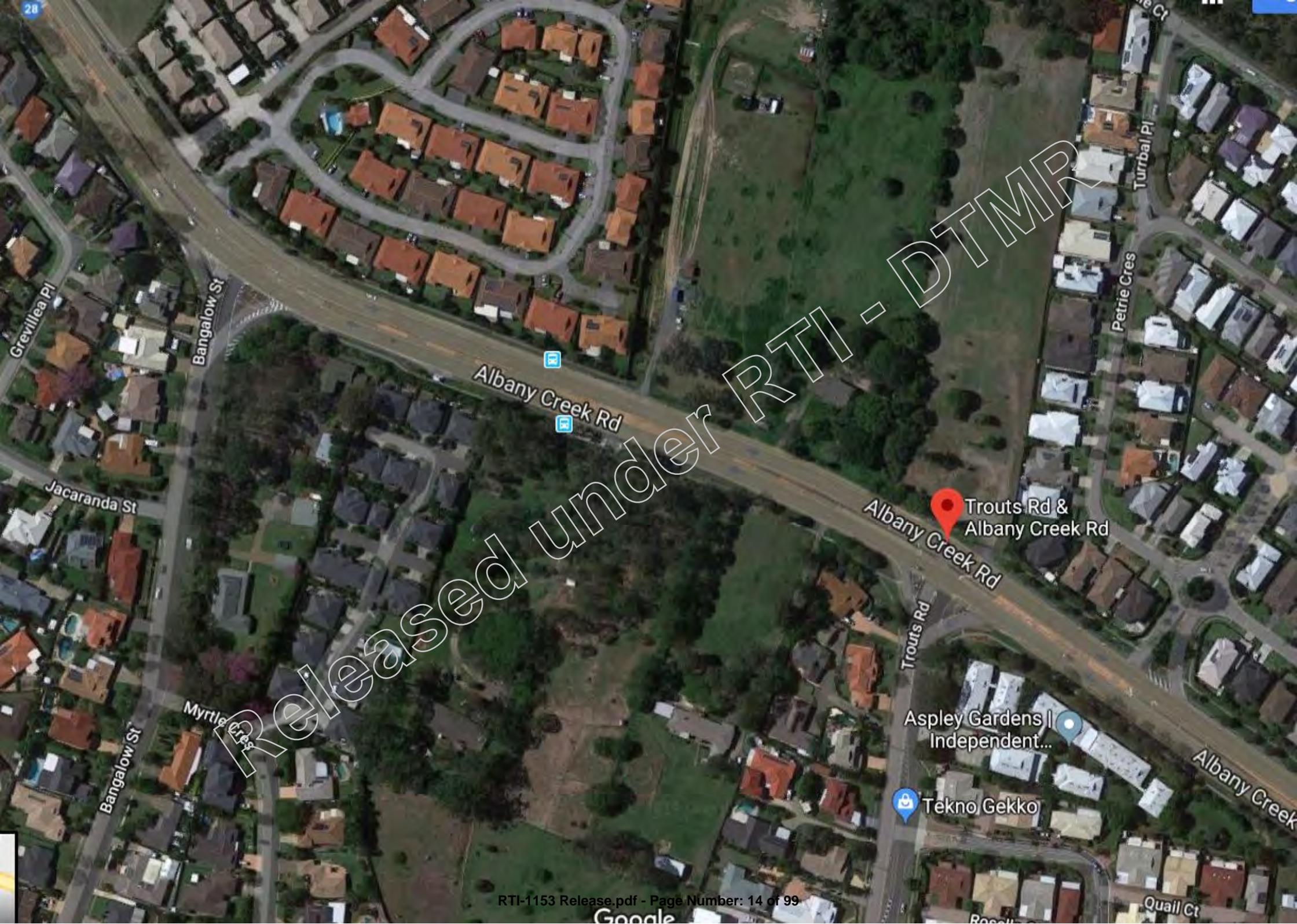
Advice for Minister for Transport and Main Roads

Subject: ASPLEY EO about request for traffic light installation at corner of Albany Creek Road and Trouts Road or Albany Creek Road and Bangalow Street

Document ID: EE8359

- Albany Creek Road is two lanes for each direction controlled by a Give Way sign for traffic entering from Trouts Road and from Bangalow Street (**Attachment 1**).
- The line of sight in each direction exceeds minimum standards, and this section of Albany Creek Road has a 70 km/h posted speed limit. Motorists exiting from either street to turn right can cross Albany Creek Road in two stages, with a staging area in between the medians being large enough for a vehicle to stop and wait to enter the east bound lanes.
- Both intersections are like many other intersections along Albany Creek Road with motorists required to Give Way to approaching traffic from both directions along Albany Creek Road.
- A study of crash statistics shows two collisions for Bangalow Street and one collision for Trouts Road reported to the Queensland Police Service in the last five-year period.
- All requests for traffic signals are prioritised to ensure that available resources are directed to intersections most in need of such traffic management works, and those that offer the greatest benefit, with respect to safety and amenity to the wider community.
- In view of the above, the installation of traffic signals at Trouts Road is not currently supported.
- The Department of Transport and Main Roads is investigating the need for installing traffic signals at the intersection of Bangalow Street and Albany Creek Road to improve safety at this intersection. It is expected that this investigation will be completed this financial year.
- There is currently no committed funding to upgrade either intersection. Any project will need to compete for funding against other priority infrastructure projects across the state.

Action Officer/Approved by:	Endorsed by GM	Endorsed by DDG	Endorsed by DG
Patrick Dennehy	Les Dunn	Amanda Yeates	Neil Scales
Regional Director (Metropolitan)	General Manager (Program Delivery and Operations)	Deputy Director-General (Infrastructure Management and Delivery)	Director-General
Tel: 3066 1457	Tel: 3066 5498	Tel: 3066 7118	Tel: 3066 7316
Date: 11 July 2019	Date: 12 July 2019	Date: Progressed under GM approval	Date: 15 July 2019



Released under RTI - DTMR

MCS Executive Services

From: TMR_CLO <TMR_CLO@ministerial.qld.gov.au>
Sent: Thursday, 16 April 2020 6:30 PM
To: TMR DLO
Subject: RE: INCOMING CORRO: Member for Aspley - Bart Mellish MP_ install traffic lights Bangalow St and Albany Creek Road

Hi Cyndy,

Happy for GM response, with a copy sent to me to forward to Aspley EO please

Thanks,
Finn

From: TMR DLO
Sent: Thursday, 16 April 2020 5:54 PM
To: TMR_CLO
Subject: FW: INCOMING CORRO: Member for Aspley - Bart Mellish MP_ install traffic lights Bangalow St and Albany Creek Road
Importance: High

Hi Finn

The below incoming relates to EE8359 – see attached.

I am proposing GM response with, Cc to Aspley EO or MO (CLO) to send to Aspley EO. Is this OK?

Kind regards

Cyndy Nguyen

A/Department Liaison Officer | Minister for Transport and Main Roads

Corporate Division | Governance Branch | Department of Transport and Main Roads

1 William Street | Brisbane Qld 4000

GPO Box 2644 | Brisbane Qld 4001

(07) 3066 0760

TMR_DLO@tmr.qld.gov.au

www.tmr.qld.gov.au

From: Transport and Main Roads <TransportandMainRoads@ministerial.qld.gov.au>
Sent: Thursday, 16 April 2020 2:07 PM
To: TMR DLO <TMR_DLO@tmr.qld.gov.au>
Subject: INCOMING CORRO: Member for Aspley - Bart Mellish MP_ install traffic lights Bangalow St and Albany Creek Road
Importance: High

From: Part Refuse Sch.4 Part 4 s.6 PI

Sent: Thursday, April 16, 2020 2:04 PM

To: Transport and Main Roads <TransportandMainRoads@ministerial.qld.gov.au>

Subject: Member for Aspley - Bart Mellish MP
Importance: High

Dear Mr Bailey

Bangalow Street and Albany Creek Road, Bridgeman Downs

I am writing to you following receipt of a letter from Bart Mellish advising that he has secured funding to install traffic lights at the intersection of Bangalow Street and Albany Creek Road Bridgeman Downs. I had previously requested from Mr Mellish further information about the application process so that I could make direct contact with your department but this was not received. I am interested to know if there is any way that the installation of traffic lights can be reconsidered or halted pending further investigation?

Part Refuse Sch.4 Part 4 s.6 PI

I do not believe that the local community or the wider communities that use the Albany Creek corridor have been fully canvassed. Traffic lights at this intersection will have a huge detrimental impact on peak hour traffic using Albany Creek Road from the west and east. The Bangalow Street traffic have ample opportunity and extremely safe options to merge into traffic without the need for traffic lights.

Part Refuse Sch.4 Part 4 s.6 PI

Yes, people have accidents but if there is an accident at that intersection it is through negligent driving not poor traffic management. Access from Bangalow Street into Albany Creek Road has clear vision both ways, turning lanes both east and west on Albany Creek Road as well as a middle section where drivers can work with high traffic flow if they are confident to do so. Compare this intersection with Trouts Road and you will see that Bangalow Street intersection is infinitely easier and safer.

I drew Mr Mellish's attention to other areas of traffic congestion in our area that are in need of attention but I fear that the application of the Bangalow Street lights has come from a different agenda. The BCC have approved development of a child care centre which received local objections and despite there being a child care centre 200m down the road. A major objection from locals was the proximity of the proposed access to child care to the corner of a busy road. So an approved private development is now going to cost the State Government \$2.5M to fix a non-existent problem or a problem which may occur down the track due to that particular development.

Mr Bailey, I don't believe proper research has been done – certainly no traffic monitoring devices have been installed in Bangalow Street. If there had been it would show that Bangalow Street traffic accessing Albany Creek Road in peak hour flows extremely well and quite fast. As mentioned previously the traffic management is extremely efficient and makes entering traffic easy. During the other hours of the day traffic on Albany Creek Road traffic is so limited that most traffic moves on within an extremely short time, sometimes without a pause. Can you imagine having to sit at a red light for no traffic? That is what will happen more times than not – not to mention Albany Creek Rd traffic having to be stopped for one or two cars.

Would you please let me know if there is any way for the installation of traffic lights to be reconsidered or halted pending further investigation? I look forward to your assistance with my queries.

Regards

Part Refuse Sch.4 Part 4 s.6 PI

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Our ref MC114290



1 May 2020

Department of
Transport and Main Roads

Part Refuse Sch.4 Part 4 s.6 PI

Dear PI

I refer to your email of 16 April 2020 to the Honourable Mark Bailey MP, Minister for Transport and Main Roads, about the installation of traffic lights at the intersection of Bangalow Street and Albany Creek Road, Bridgeman Downs. The Minister has asked that I respond on his behalf.

The Department of Transport and Main Roads (TMR) has a responsibility to improve road safety on the road network by identifying high risk locations and addressing them accordingly. During the annual network review, TMR's safety engineers identified a cluster of crashes at the intersection of Albany Creek Road and Bangalow Street. Further investigations identified a combination of factors, such as road geometry, traffic volume and driver behaviour may be contributing to the incidents. TMR also received customer enquiries concerning safety at this intersection, and the lack of a pedestrian facility to cross Albany Creek Road in the vicinity of the intersection.

TMR further investigated possible options and collected traffic and site data in order to develop a suitable option to address community needs and safety concerns based on site and traffic characteristics. The outcome of the investigation is to signalise the intersection. In addition to improving road safety for through traffic and vehicles exiting Bangalow Street, pedestrian crossings at the signal will also improve accessibility for vulnerable road users.

The traffic performance is expected to be satisfactory when the intersection is signalised, and the traffic signals along Albany Creek Road will also be coordinated in the east-west direction to minimise delays for vehicles on the route.

The funding for this project is \$2.52 million, with design expected to commence in late 2020 and will take around six months to complete. Construction is expected to occur in 2022.

I trust this information is of assistance.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Les Dunn', written over a large, faint watermark that says 'RTI-1153 Release.pdf'.

Les Dunn
General Manager (Program Delivery and Operations)

Infrastructure Management and Delivery Division
Program Delivery and Operations Branch
Metropolitan Region
Floor 20, 313 Adelaide Street Brisbane Qld 4000
PO Box 70 Spring Hill Qld 4004

Telephone +61 7 3066 5499
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Email metropolitanregion@tmr.qld.gov.au
ABN 39 407 690 291

Safe Roads Sooner

MTR-19-20: Development of Technical Documents for Safety Nominations



Prepared by: GTA Consultants (QLD) Pty Ltd for Department of Transport and Main Roads (Metropolitan Region)
on 23/07/19

Reference: Q171200

Issue #: A

Safe Roads Sooner

MTR-19-20: Development of Technical Documents for Safety Nominations Report

Client: Department of Transport and Main Roads (Metropolitan Region)

on 23/07/19

Reference: Q171200

Issue #: A

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A-Dr	14/06/19	Draft		Part Refuse Sch.4 Part 4 s.6 PI		PI
A	23/07/19	Final	PI	PI (RPEQ #: 08902)	PI (RPEQ #:08902)	PI
				PI (RPEQ #: 08352)		

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CONTENTS

0.	Introduction	1
0.1	Project Background	2
0.2	Overarching Methodology	3
0.3	Structure of this Report	3

Not Relevant

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9.	Site 9 – Albany Creek Road & Bangalow Street	39
9.1.	Site and Summary	40
9.2.	Concept Design	41
9.3.	Cost Estimate	42

Figures

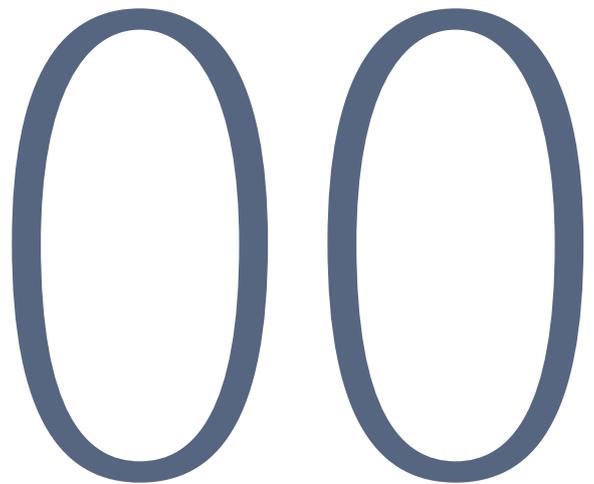
Figure 0.1:	Process Methodology	3
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Tables

Table 0.1:	Sites for Investigation	2
Table 2.1:	Options for Assessment	9
Table 2.2:	Pair-wise Criteria Analysis	10
Table 2.3:	Criteria Weighting Summary	10
Table 2.4:	Multi-Criteria Assessment	11

0. INTRODUCTION

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0.1 Project Background

Transport and Main Roads (TMR) is committed to building safer roads throughout the state-controlled road network. A key mechanism in achieving this committed objective is the Safer Roads Sooner (SRS) program. The SRS program is a key component of the Queensland Government's commitment to improving road safety through implementing high benefit, cost effective, road engineering treatments that address known and potential crash locations on state-controlled roads. SRS targets crash types that often result in high severity outcomes (fatalities and serious injuries) such as:

- Intersection crashes
- Run-off road crashes
- Head on crashes.

Works that are funded through the SRS program include:

- Intersection and signal improvements
- Improving surface skid resistance
- Installing guardrails
- Removing roadside hazards
- Providing rest areas
- Installing audio-tactile line marking (ATLM).

GTA Consultants has been commissioned by TMR (Metropolitan Region) in June 2019 to assist in the development of technical documents to support the development of the Business Cases which need to be prepared in order to seek funding as part of the SRS program. Specifically, the following technical outcomes have been produced as part of this commission:

- Detailed traffic analysis using SIDRA software (where appropriate)
- Development of Concept Design Drawings which outline the proposed upgrade elements
- Development of an Opinion of Probable Costs
- Associated reporting to communicate project outcomes and methodology approaches.

GTA has been engaged to undertake the required investigations for nine (9) sites as set out in Table 0.1.

Table 0.1: Sites for Investigation

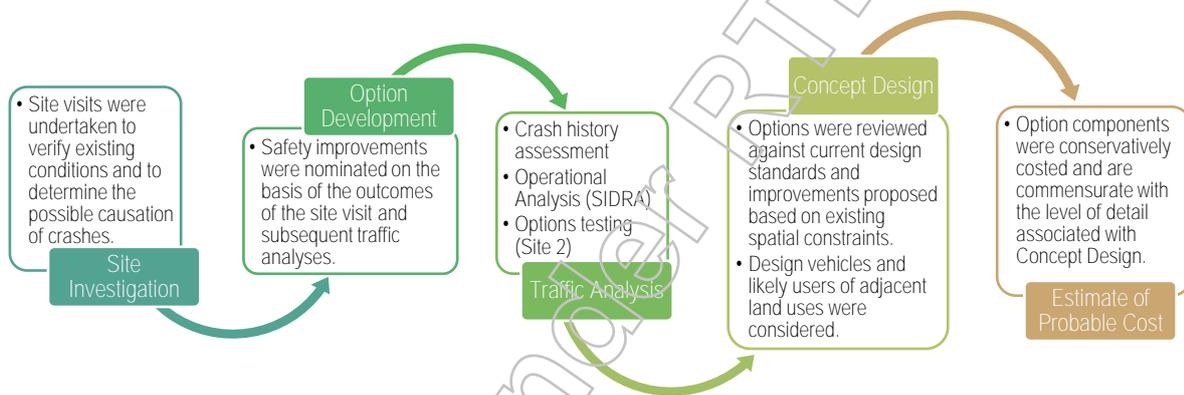
Site No.	Site Description	Site Location
Not Relevant		

Not Relevant		
9	Albany Creek Road / Bangalow Street intersection	Bridgeman Downs

0.2 Overarching Methodology

The overarching process methodology which was used in the development of the technical documents is outlined in Figure 0.1.

Figure 0.1: Process Methodology



It is noted that Site 2 also underwent an additional options analysis component, which was not required for any other site. The results of the multi-criteria assessment and option development and scoring process are detailed in Section 2.3.

0.3 Structure of this Report

This report is structured in accordance with the required deliverables set out by TMR. For each site, three (3) specific outputs have been generated as follows:

- **Site & Summary Sheet**
The structure of the summary sheet is consistent across all sites and summarises the work process applicable to the site visit, operational and impact assessment, and associated analysis of project benefits / disbenefits. A listing of caveats and modelling methodology is also presented, with the intent of this summary intended to assist TMR in developing the required inputs for the *Type 3 Scope Identification Form*.
- **Concept Design**
- **Cost Estimate**

Pages 25 through 91 redacted for the following reasons:

Not Relevant

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9. SITE 9 – ALBANY CREEK ROAD & BANGALOW STREET

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09

9.1. Site and Summary

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1. Existing Layout



2. Existing Site Characteristics

NEED FOR PROJECT

- Clustering of crashes involving vehicles departing Bangalow Street, likely resulting from the high traffic volumes passing through the priority-controlled intersection along Albany Creek Road.
- Accident history indicates that there have been 5 reported hospitalisations and 3 incidences which have required medical treatment in the period between 2013 and 2019.

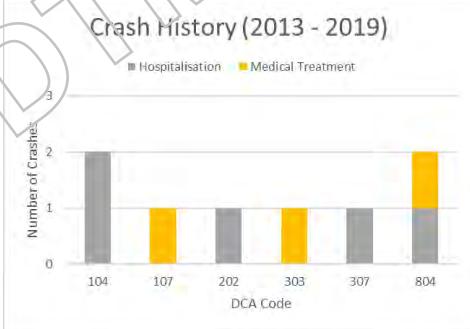
SITE OBSERVATIONS (site visit undertaken 13/6/19, PM Peak)

- The intersection is located in an urban environment and currently carries a high volume of traffic.
- Surrounding land uses include residential to the south, east and north, with retail (e.g. Aspley Hypermarket including ALDI, Woolworths, Coles, Kmart) and a service station to the east of the intersection (approximately 1km from the site)
- Posted speed limits on Albany Creek Road and Bangalow Street are 70km/h and 50km/h respectively.
- The intersection currently facilitates a U-turn manoeuvre from the east approach, which is the only opportunity for vehicles coming from the east to access properties on the northern side of Albany Creek Road, east of Bangalow Street. In undertaking any proposed upgrade, this movement should be retained.
- At Bangalow Street, right turning vehicles have to filter through two heavily utilised opposing lanes of traffic, as well as right turn movements from Albany Creek Road (West) and U-turn movements from Albany Creek Road (East). Observed levels of delay for this movement were reasonably high.
- It was observed that the sweeping left turn into Bangalow Street is conducted at high speeds by most vehicles.
- Bus stops are located on both sides of Albany Creek Road about 100m to the east of Bangalow Street.
- There is no formal crossing point for pedestrian movements across Albany Creek Road, either at the bus stops or at Bangalow Street. There is however, a pedestrian refuge located on Albany Creek Road about 100m west of Bangalow Street, linking the footpaths in the reserve / parkland on Cabbage Tree Creek.

Year	AADT	%HV
2015	19,250	4.5%
2016	20,700	4.2%
2017	20,400	4.8%

3. Operational Assessment & Analysis

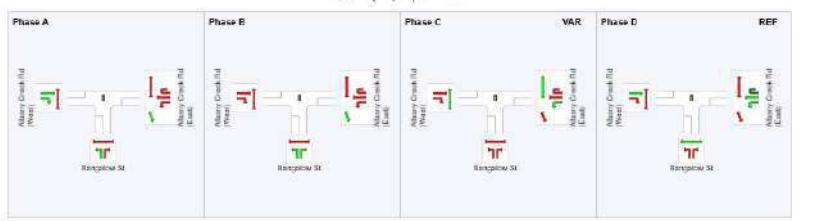
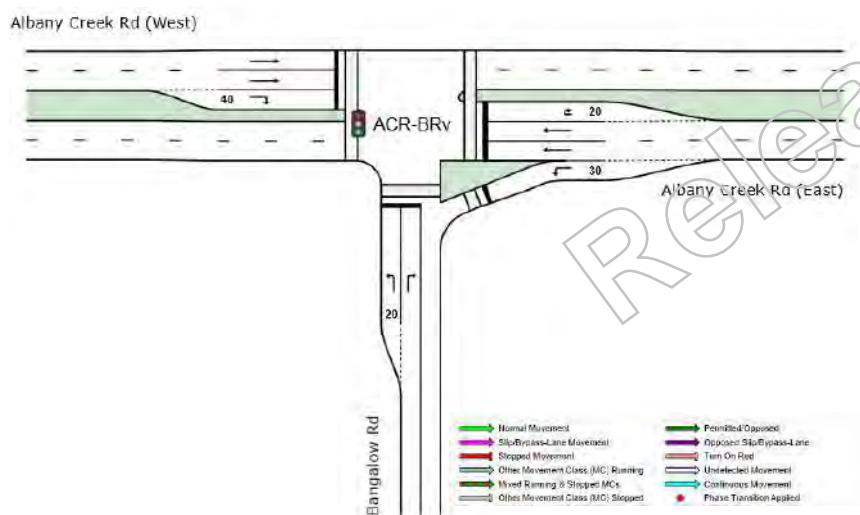
Input data	<ul style="list-style-type: none"> 2013 – 2019 Crash Count & Details Traffic Count Survey (June 2019)
Assessment tool	<ul style="list-style-type: none"> SIDRA Intersection V8.0
Assessment period	<ul style="list-style-type: none"> AM Peak: 7:30 AM – 8:30 AM PM Peak: 4:30 PM – 5:30 PM
Modifications to standard modelling parameters	<ul style="list-style-type: none"> Minimum departures for the right turn movement into Albany Creek Road from Bangalow Street (South) has been modified to match the vehicle flow rate measured during the respective peak hour. A practical cycle time of 120 sec was assumed for the proposed layout, for both peak periods.
Caveats & limitations	<ul style="list-style-type: none"> Intersection has been modelled in isolation and does not interact with other intersections located within close proximity.



- DCA Codes:
- 104 – thru-right (adjacent)
 - 107 – thru-left (adjacent)
 - 202 – thru-right
 - 303 – right rear
 - 307 – lane change left
 - 804 – off path, off left bend into object

4. Proposed Layout

- OPTION FEATURES:
- Upgraded layout to a signalised intersection which includes a high entry angle approach (left turn only) and maintains the U-turn for Albany Creek Road (east approach).
 - Removal of the left-turn slip lane on the Bangalow Street approach, and provision of 2 stand-up lanes incorporating a short (20m) left turn lane and dedicated right turn lane.
 - Provision for pedestrian-activated (push button) 2-aspect signals on all three approaches to the intersection, including the left-turn slip lane at Albany Creek Road (east approach).
 - PUP adjustments as required to accommodate the above changes.



5. Analysis Results & Project outcomes

Intersection & Approach	Degree of Saturation	Average Delay (s)	Level of Service	95 th percentile queue (m)	Degree of Saturation	Average Delay (s)	Level of Service	95 th percentile queue (m)	
									Base Case (AM)
South Approach (Bangalow Street)	Left	0.07	6	A	2	0.07	20	B	13
	Right	1.00	112	F	39	0.48	62	E	37
East Approach (Albany Creek Road)	Left	0.02	6	A	1	0.03	20	B	5
	Through	0.13	0	A	0	0.52	42	D	90
West Approach (Albany Creek Road)	Through	0.36	0	A	0	0.53	10	B	145
	Right	0.06	8	A	2	0.06	31	C	10
Intersection	1.00	6	-	39	0.53	21	C	145	
Base Case (PM)					Proposed Layout (PM)				
South Approach (Bangalow Street)	Left	0.04	9	A	1	0.10	53	D	10
	Right	1.00	262	F	30	0.38	69	E	15
East Approach (Albany Creek Road)	Left	0.05	6	A	1	0.06	10	A	8
	Through	0.33	0	A	0	0.54	13	B	147
West Approach (Albany Creek Road)	Through	0.15	0	A	0	0.21	5	A	37
	Right	0.21	19	C	5	0.56	70	E	22
Intersection	1.00	5	-	30	0.56	13	B	147	

OPERATIONAL IMPACTS & OPTION PERFORMANCE:

- The proposed signalisation results in an overall improvement to intersection performance with anticipated degrees of saturation (DOS) reducing to a maximum of 0.56, which is well below the accepted practical capacity for signalised intersections (n.b. 0.9).
- The delay for the right turn movement from Bangalow Street to Albany Creek Road is expected to improve by about 45% in the AM Peak and 70% in the PM Peak.
- Whilst vehicle delays are introduced on the major approaches of Albany Creek Road, it is expected that these impacts can be managed through the signal coordination of upstream / downstream intersections (e.g. Beckett Road and Gympie Road) which are expected to form part of the same Signal Group.
- With the proposed modification, an overall LOS C and LOS B is forecast during the respective AM and PM peak periods.

PROJECT BENEFITS:

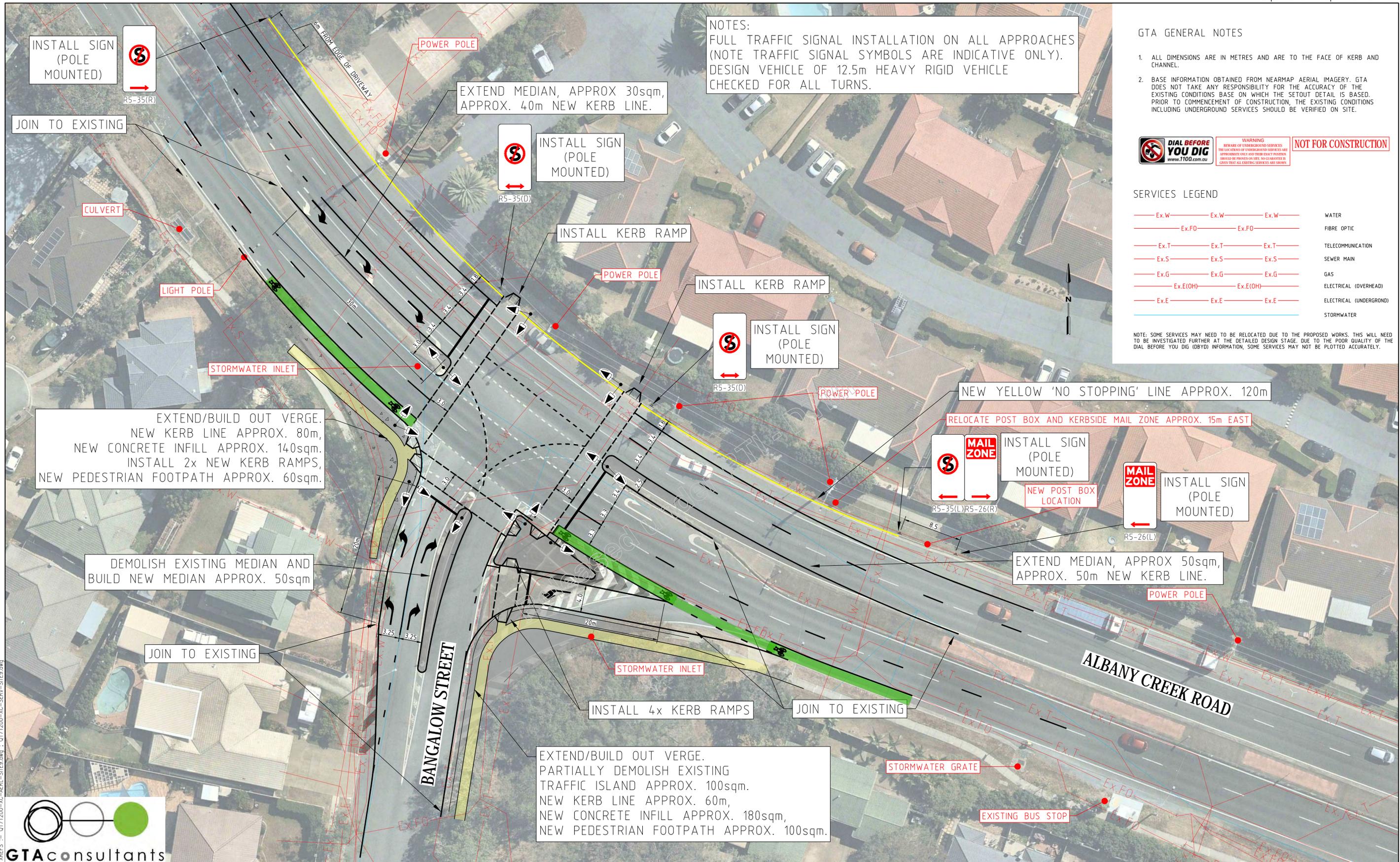
- The project is expected to improve vehicle safety at the nominated intersection as the revised arrangement conforms to current design standards. Further, the signalisation of the left turn slip lane into Bangalow Street will improve the crash risk relating to high speed vehicle movements from Albany Creek Road into Bangalow Street.
- The introduction of pedestrian crossings on all approaches will improve **pedestrian safety and conforms with the requirements set out in TMR's Road Safety Policy.**
- The project is expected to result in a significant improvement in average delay for vehicles turning right from Bangalow Street.

PROJECT DISBENEFITS:

- The project is expected to result in an increase in delay for through and right turn movements on Albany Creek Road.
- Whilst a LOS E is forecast for the right turn from Albany Creek Road (west) during the PM Peak and U-turn from Albany Creek Road (east) during the AM Peak, these movements currently service a low traffic volume (i.e. less than 50 veh/hr). It is considered that the overall benefit to intersection safety offsets this minor operational impact.
- The project will result in the loss of on-street parking for approximately 10 vehicles along the northern shoulder of Albany Creek Road, immediately adjacent to the intersection as a result of the proposed signalisation and adjustments to lane provision.

9.2. Concept Design

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NOTES:
 FULL TRAFFIC SIGNAL INSTALLATION ON ALL APPROACHES (NOTE TRAFFIC SIGNAL SYMBOLS ARE INDICATIVE ONLY).
 DESIGN VEHICLE OF 12.5m HEAVY RIGID VEHICLE
 CHECKED FOR ALL TURNS.

- GTA GENERAL NOTES
- ALL DIMENSIONS ARE IN METRES AND ARE TO THE FACE OF KERB AND CHANNEL.
 - BASE INFORMATION OBTAINED FROM NEARMAP AERIAL IMAGERY. GTA DOES NOT TAKE ANY RESPONSIBILITY FOR THE ACCURACY OF THE EXISTING CONDITIONS BASE ON WHICH THE SETOUT DETAIL IS BASED. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE EXISTING CONDITIONS INCLUDING UNDERGROUND SERVICES SHOULD BE VERIFIED ON SITE.



SERVICES LEGEND

Ex.W	Ex.W	Ex.W	WATER
Ex.FO	Ex.FO	Ex.FO	FIBRE OPTIC
Ex.T	Ex.T	Ex.T	TELECOMMUNICATION
Ex.S	Ex.S	Ex.S	SEWER MAIN
Ex.G	Ex.G	Ex.G	GAS
Ex.E(OH)	Ex.E(OH)	Ex.E(OH)	ELECTRICAL (OVERHEAD)
Ex.E	Ex.E	Ex.E	ELECTRICAL (UNDERGROUND)
			STORMWATER

NOTE: SOME SERVICES MAY NEED TO BE RELOCATED DUE TO THE PROPOSED WORKS. THIS WILL NEED TO BE INVESTIGATED FURTHER AT THE DETAILED DESIGN STAGE. DUE TO THE POOR QUALITY OF THE DIAL BEFORE YOU DIG (DBYD) INFORMATION, SOME SERVICES MAY NOT BE PLOTTED ACCURATELY.

Last Modified: 24 Jul 2019 12:05pm
 XREFS: 1: Q171200-XC-AERL-SITE9.dwg : Q171200-XC-SERV-SITE9.dwg
 CAD FILES: P:\Q17100-17199\Q171200_SRS Intersection Assessments\CAD\Final CAD\Q171200-02-P1.dwg



Client:	METROPOLITAN REGION
Associated Job Nos	Survey Data
	Datum
Auxiliary Drg Nos	Horiz. Grid
	Height Origin
	Survey Books
ISSUED	24.07.19
Revisions/Descriptions	RPEQ 24.07.19 Microfiled

Scales	
Dimensions shown in millimetres except where shown otherwise	

Reference Points				
Preceding RP	Dist. to start of job (km)	From start to end of job	From end to Following RP	Following RP
-	-	-	-	-
Through Chainage from -				

Designed	JOHN HULBERT
RPEQ No.	08902
Drawn	HENRY TRUONG
Checked	JOHN HULBERT

Project name: DEVELOPMENT OF TECHNICAL DOCUMENTS FOR SAFETY NOMINATIONS				BIS No.	
Site 9 INTERSECTION OF ALBANY CREEK ROAD & BANGALOW STREET					
ENGINEERING CERTIFICATION (RPEQ)					
RPEQ NO.	ENG. AREA	NAME	SIGNATURE	DATE	
08902	CIVIL/TRAFFIC			24.07.19	

Job No.	MTR 19-20
Contract No.	-
Drawing No.	Q171200-09-1 A
Series Number	9 of 9
MRG_Detail (02/17)	

9.3. Cost Estimate

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Q171200: Site 9 - OAlbany Creek Road and Bangalow Street intersection - Proposed Road works
 Civil and Traffic Signal Works Consolidated
 Date 22/07/2019

Basis of Cost Estimate

This opinion of probable costs is based on the 'Concept plan of Site 9 dated 22/07/2019.

Albany Creek Road and Bangalow Street intersection						
Item	Description	Quantity	Unit	Rate	Amount	Comments
1.0	SITWORKS AND EARTHWORKS					
1.1	Site preparation					
1.2	Earthworks					
1.3	Service proving works					
1.4	Demolish and remove existing kerb					
1.5	Demolish and remove existing asphalt and concrete pavement					
1.6	Demolish and remove existing landscape areas					
1.7	Removal of existing trees & shrubs					
1.8	Demolish and remove existing guard fence					
1.9	Removal of line marking					
2.0	ASPHALT PAVEMENT					
2.1	Construction of full depth asphalt pavement -					
2.2	Asphalt resheet works					
3.0	CONCRETE WORKS					
3.1	Supply and construct kerb					
3.2	Supply and construct traffic island (Concrete infill)					
3.3	Supply and reconstruct vehicular crossover					
3.4	Supply and construct kerb ramp					
4.0	DRAINAGE					
4.1	Supply and install 300mm dia RCP pipes					
4.2	Supply and install stormwater drainage pits					
4.3	Supply and install subsoil drainage pipes					
4.4	Supply and install subsoil drainage inspection risers					
4.5	Adjust existing pit covers to suit finished surface level					
5.0	TRAFFIC WORKS					
5.1	Traffic Safety works					
5.2	Traffic Signal remodelling and associated works					
6.0	LANDSCAPE WORKS					
6.1	Landscaping - batter and back of kerb works					Part Refuse Sch.4 Part 4 s.7(1)(c) Business/commercial
7.0	STREET LIGHTING					
7.1	Supply and install street lights					
8.0	MISCELLANEOUS					
8.1	Line marking					
8.2	Regulatory Signage					
8.3	Traffic monitoring and system adjustment					
8.4	Final site clean up and demobilisation					
8.5	Supply and install guard fence					
9.0	EXISTING SERVICE RELOCATION/PROTECTION WORKS					
9.1	Electrical services					No liaison with authority and this is conservative estimate only
9.2	Telecommunication services (FO)					No liaison with authority and this is conservative estimate only
9.3	Water and Sewer main services					No liaison with authority and this is conservative estimate only
9.4	Gas services					No liaison with authority and this is conservative estimate only
9.5	Storm water drainage services					No liaison with authority and this is conservative estimate only
	SUB-TOTAL WORKS					
10.0	DELIVERY					
10.1	Traffic Management					
10.2	Environmental Management					
10.3	Surveys and design					
10.4	Supervision & Project Management (during construction)					
10.5	Site Establishment					
10.6	Contingency - Overall					
	SUB-TOTAL DELIVERY					
11.0	TOTAL ESTIMATED COST				\$ 2,523,606.25	

Assumptions and exclusions:

1. Planning approval, project management and design and documentation fees. Please note that authority fees, charges, levies and overview including insurances and bank guarantees have been included as per current industry recommended percentages.
 2. An allowance has been made in the Opinion of Probable Costs for protection and/or relocation of existing underground services where information is available based on DBYD and site observations. The Opinion of Probable Costs for these are subject to change pending further liaison and input from affected services authorities, investigation and documentation as part of detailed design development.
 3. A 40% contingency has been applied to the engineer's opinion of probable costs based on information obtained from the concept design package of drawings dated 22/07/2019
 4. This engineers opinion of probable cost is based on the drawings listed above and further changes may arise following final design
 5. Specific construction works including rock boring, rock blasting or rock excavation and removal have been excluded based on geotechnical advice received to date.
 6. This estimate also excludes allowance for abnormal weather conditions or night works.
 7. GST is excluded.
 8. Land acquisition is excluded
 9. Price escalation is excluded.
 10. The opinion of probable costs should be considered current to the date of the document only and is based upon the project scope as shown on the 'concept design' package of drawings dated 22/07/2019. GTA Consultants acknowledges that although the opinion of probable costs may be used for budgetary purposes, GTA Consultants cannot provide any form of assurance that the costs provided will not rise or fall due to changes to the project scope, as a result of planning approval by Council, and/or any future variation of the cost of construction or materials. The future outcome may vary, and this variation may be material.
- Any party requiring opinion of probable costs for future budgeting, quoting or construction purposes should seek a detailed cost estimate from a suitably qualified quantity surveyor.

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