

Mount Lindesay Highway Safety Review



Project overview

The Mount Lindesay Highway is a state-controlled road with one of the highest crash rates in Queensland. The section under review runs between Logan and the Queensland/New South Wales border, connecting several towns including Jimboomba, Beaudesert and Rathdowney.

This safety review is designed to identify road safety issues and develop a program of engineering, behavioural and enforcement initiatives and treatments to mitigate safety risks. This integrated road safety approach aims to reduce the incidence and severity of crashes along the length of the Mount Lindesay Highway.

As part of the review, the Department of Transport and Main Roads (TMR) undertook stakeholder consultation to develop wide-ranging technical and field studies to complete the *Mount Lindesay Highway Safety Review*. This feedback provided important local insights to help investigate the recurring operational, behavioural and safety issues raised by the community, and allowed TMR to identify safety and operational improvements for this important and increasingly busy highway.

The main focus of behavioural analyses and desktop technical reviews was to provide a range of consistent treatments and improved connectivity along the Mount Lindesay Highway.

Combined with the technical investigations, the community's feedback has helped inform and shape the technical and financial feasibility of delivering a range of high-benefit treatments, quickly and cost-effectively, on the Mount Lindesay Highway.

Whether prioritised and delivered as large individual projects or a number of smaller cost-effective ones, the safety review provides an important basis for future funding requests.

TMR's priority is to ensure any projects provide immediate benefits to improve road condition, safety and operational capacity while aligning with the department's strategic long-term planning for the Mount Lindesay Highway.

Key findings and recommendations

Based on stakeholder feedback, field inspections and motorists' behavioural analysis, the following priority high-benefit treatments and behavioural recommendations have been identified.

Road safety, driver behaviour and enforcement

The safety review provided an important forum for stakeholders to provide feedback on how to improve safety on the Mount Lindesay Highway. Additional feedback was received during a workshop attended by the Queensland Police Service (QPS), RACQ, Logan City Council, Scenic Rim Regional Council, Chambers of Commerce, transport companies and school representatives to better understand the Mount Lindesay Highway's road safety issues.

The majority of feedback received raised serious road safety issues including poor driver behaviour, tailgating and speeding, especially through 40km/h school zones.

QPS, RACQ and local government support TMR's road safety education campaigns including *Join the Drive to Save Lives* (<http://jointhedriver.qld.gov.au/>) and the *Fatal Five*: speeding, driver fatigue, drink and drug driving, driver distraction and inattention and seatbelts.



As part of this review, the Centre for Accident Research and Road Safety – Queensland (CARRS-Q) analysed the crash data for the past seven years which showed 16 fatalities and 124 hospitalisation crashes. The broad category of 'Disobey road rules' represents the largest behavioural contributing factor noted by police across all types of crashes, with alcohol and drugs being identified as the next most prevalent factor.

Key findings:

- Driver awareness and behaviour needs to improve, with some motorists failing to modify their driving to suit the prevailing road or traffic conditions.
- Death and serious injuries from road crashes are preventable.
- Road safety is everyone's issue and everyone's responsibility.
- Take action today so everyone arrives home safely.

Key recommendations:

- Safety signage to enhance public awareness of driver behaviour.
- Opportunities to cater for enforcement bays in the road corridor as part of future road projects.
- Consideration of point-to-point speed cameras to discourage speeding.



Intersection improvements

The age of the Mount Lindesay Highway and the development that has occurred over time - both adjacent and connecting to the highway - has resulted in a 'needs based' reactive approach to the upgrading of individual intersections.

Key recommendations:

- Undertake full intersection traffic counts to help prioritise requests for potential upgrades.
- Investigate the technical feasibility of additional storage on existing interchange ramps and installing wider slip lanes to provide safer merging opportunities
- Investigate ramp metering at interchanges to improve safety and travel time reliability.
- Undertake further investigations for the upgrading of at-grade intersections such as installing traffic signals, staggered t-intersections or channelised turns.

- As part of TMR's commitment to road safety the following projects are currently being progressed:
 - Signalised upgrade Camp Cable Road (currently in design)
 - Channelised turn treatment at Worendo Street (recently completed)
 - Funding has been announced for intersection improvements at Veresdale Scrub Road, Undullah Road and Gleneagle Sate School access
 - Round Ridge Road (under investigation).



The roadside environment

Given its lengthy semi-rural and rural stretches, vegetation control within the Mount Lindesay Highway corridor is fundamental to maintaining a safe roadside environment.

Key recommendations:

- Develop a program to review and assess non-frangible trees and roadside furniture to either protect or remove.
- Assess signage with a view to rationalising, moving or upgrading to ensure roadside suitability.
- Investigate additional vegetation control to minimise the chances of wildlife strikes, especially in rural sections of the highway.

These proposals are prioritised and coordinated with routine maintenance activities to provide the greatest operational and cost benefits to the community.

Shoulder sealing and pavement quality

Road shoulders and pavements vary in width and condition on the highway, especially on the sections carrying higher traffic volumes, and through some rural areas.

Key recommendations:

- Examine the maintenance schedule for the Mount Lindesay Highway to address any lag between safety issues that have been identified and the completion of rehabilitation works.
- Assess the condition of pavements and road shoulders and liaise directly with TMR's maintenance contractors to determine the feasibility of rebuilding them as a consolidated project to provide the most cost-effective and time-sensitive solutions for the delivery of any outstanding maintenance works.
- Identify shoulder widening requirements outside of the maintenance program to reduce the severity of run off road crashes



Creating safe overtaking opportunities

The review highlighted the need to provide safe overtaking opportunities on the Mount Lindesay Highway.

Key recommendation:

- Investigate overtaking lanes in both directions, prioritised on locations with the greatest traffic volumes and highest crash history.

Providing wide centreline treatments, delineation and linemarking improvements

There is variability in the condition and application of linemarking and delineation along the route.

Key recommendations are:

- Identify areas of suitability for:
 - audible edge lines
 - wide centreline treatments
 - protected right turns

- Assess the location and spacing of existing guideposts and road delineation on route and upgrade as required.



Signage and road markings

The safety review identified and confirmed stakeholders' feedback that the consistency of signage along the highway could be improved.

Key recommendations:

- Undertake a whole-of-route signage scheme audit to identify aged signs and compare with current standards to ensure suitability of guidance, warning and regulatory signage installations. For example ensure there is appropriate signage for concealed entrances and on approach to intersections.
- Prepare an updated rest area and roadside amenities signage program.
- Consider the installation of additional speeding and enforcement signage in conjunction with corresponding road safety activities.
- Undertake a whole of route lighting audit.

Public transport, pedestrians and cyclists

The review identified that the highway had differing types of treatments along its length.

Key recommendations:

- Undertake an audit to assess and recommend improvements for the various crossing points – especially in and around townships.

Motorcyclists

The review identified that fatal crashes involving motorcyclists were over represented for the southern section of the highway.

Key recommendations:

- In conjunction with improving the safety of the roadside environment, identify locations for guardrail with underrun protection to reduce severity of motorcycle crashes.
- Improve rider awareness and education through the 'Join the Drive' campaign.



Local Schools

Stakeholder feedback and observed behaviour highlighted the importance for maintaining a coordinated approach between TMR, local government and local schools.

Key recommendations:

- Investigate opportunities for improvement to student drop-off and pick-up locations. Identify opportunities to improve the safety of school traffic leaving/re-entering the highway.
- Consider posted speed and speed zone lengths in the vicinity of schools.
- Assess and recommend improvements for student crossing points.

Where to from here

TMR, in collaboration with QPS, RACQ and local councils are committed to progressing key recommendations of the safety review through project proposals as part of the Safer Roads Sooner program.