Queensland Government

Minister for Transport and Main Roads

Our ref: PET3306-20
Your ref: A552495

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Mr Neil Laurie
The Clerk of the Parliament
Parliament House
George Street
BRISBANE QLD 4000

Dear Mr Laurie

I refer to petition numbers 3306-20 and 3324-20 lodged with the Legislative Assembly on 22 April 2020 about an unsafe intersection at Moodlu, where King Street meets the D'Aguilar Highway.

The Department of Transport and Main Roads (TMR) has investigated the request for an acceleration lane to assist vehicles turning left from King Street onto the D'Aguilar Highway. This type of intersection upgrade is typical of motorway standard interchanges where major arterial roads intersect with a high-speed motorway, and acceleration lanes are required to provide the highest standard of safety and efficiency. These are very high-cost access treatments, which are typically reserved for motorway standard roads where there is a combination of very high traffic volumes and high speeds, such as along the multi-lane sections of the Bruce Highway through the Moreton Bay and Sunshine Coast council regions.

This type of acceleration lane is generally longer than 800 metres to allow vehicles to accelerate to the posted speed limit and run parallel to through traffic before merging. I am advised that there is only approximately 350 metres from the King Street intersection to the start of the approach to the Lords Lane intersection. On this basis, the requested acceleration lane is not considered a feasible treatment.

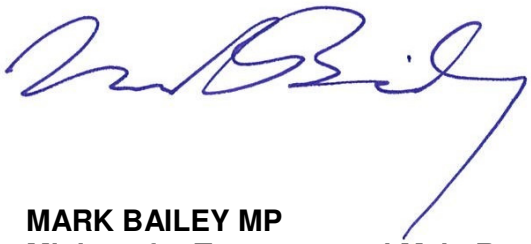
The intersection of the D'Aguilar Highway and King Street is a standard left in/left out T-intersection that is constructed to a high standard, with an overpass that removes the need for right-turn manoeuvres at the intersection. In February 2018, TMR completed safety improvements at the intersection, which included minor realignment of the King Street approach to help ensure motorists approach the intersection at close to 90 degrees. The high entry angle ensures these motorists are provided with a good observation angle when looking to their right and selecting safe gaps in westbound traffic before turning left onto the D'Aguilar Highway.

I am advised that, as part of recent site investigations, TMR assessed the available sight lines in order to judge a safe gap in westbound traffic, and observed motorists comfortably performing a left-turn manoeuvre. The assessment noted that there is a sight line in excess of 250 metres from a motorist positioned at the give way line to first seeing a westbound vehicle. This is sufficient to allow a motorist on the King Street approach to judge a safe gap in traffic flow before entering the D'Aguilar Highway. This observation is supported by the low recorded crash history of westbound vehicles travelling through this intersection.

Regarding the recently announced project on the D'Aguilar Highway between King Street, west of Caboolture and Wamuran, this project aims to improve road safety on a four-kilometre section of the highway, which was selected due to high recorded incidents of high severity 'head-on' and 'run-off' road crashes. The wide centre line treatment will improve safety by providing additional separation between vehicles travelling in opposite directions, reducing the potential for head-on crashes. Similar treatments have been delivered at other locations around the state, including the Bruce Highway, which have demonstrated real safety benefits in terms of reducing head-on and single vehicle off-road crashes.

I trust this information is of assistance.

Yours sincerely



MARK BAILEY MP
Minister for Transport and Main Roads