



Minister for Transport and Main Roads Minister for Digital Services

Our ref: PET50773
Your ref: A1154778

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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 petitions 3920-23 and 3956-23, lodged with the Legislative Assembly by Mrs Deborah Frecklington MP, Member for Nanango, on 12 and 13 September 2023, regarding the intersection of Buaraba Creek and Gatton–Esk roads, and the alignment of the Fred From Bridge.

The Department of Transport and Main Roads (TMR) have carefully considered each of the petitioner's requests and are committed to addressing them as follows.

- a) **Road Safety Audit:** TMR acknowledges the significance of ensuring safety at the Buaraba Creek and Gatton–Esk roads intersection, along with the Fred From Bridge alignment. For such enquiries, TMR typically conducts targeted investigations to identify safety issues and possible remedies. In this specific case, a detailed targeted investigation was carried out on 8 September 2023, which included a site visit and assessment of various intersection fundamentals aspects, including sight lines, roadside delineation, intersection configuration, traffic volumes and crash history. The investigation also considered factors such as funding constraints and overall network priorities.

During the targeted investigation, TMR found that the signage and linemarking at this location met high standards. Advance warning signs were in place to alert drivers to the reverse curve alignment and recommended localised travel speed of 90 km/h. Roadside delineation—including road edge guideposts, centre and edge lines, and reflectorised pavement markers—were all in good condition. Advance 'Buaraba Creek Road' intersection road name signs were installed several years ago to provide motorists with sufficient notice of the intersection and the potential for slow moving vehicles.

A sight line assessment confirmed motorists exiting Buaraba Creek Road onto Gatton–Esk Road have adequate sight lines to judge a safe gap in traffic. Importantly, Gatton–Esk Road is a low trafficked rural road. While the intersection as configured is basic, the advance signs and sight lines enable through-traffic to slow down when necessary. Similar intersection configurations are present along Gatton–Esk Road.

An examination of the last five years crash data (up until 30 November 2022) from the Queensland Police Service (QPS) for this section of Gatton–Esk Road revealed no recorded crash history involving through-traffic and motorists entering or exiting the intersection. Prioritisation for intersection upgrades primarily relies on recorded, injury-related, crash history from QPS data. Based on a review of available crash data, the intersection currently does not meet the criteria for funding an upgrade.

- b) **Speed Limit Consideration:** When determining speed limits on Queensland roads, the *Queensland Road Safety Technical User Volume: Guide to Speed Management* takes various factors into account, including crash history, traffic volumes and prevailing speeds, road function, construction standard, and adjacent development. TMR advises that a localised reduced speed limit on the approach and departure of an intersection is permitted under specific circumstances, such as in response to a high intersection-related crash history, and where there are no funded upgrades proposed at the intersection. However, this intersection does not have a high injury-related crash history, and TMR does not propose to implement a localised reduced speed limit at this time.
- c) **Turning Lanes:** Regarding the request to install turning lanes on Gatton–Esk Road for motorists travelling in both directions towards Buaraba Creek Road, TMR currently does not have funding allocated for such a project. The constraints of the location, including the close proximity of the Fred From Crossing barrier to the Buaraba Creek Road intersection, may result in significant costs for any potential upgrade. Based on the crash history, there are currently higher-priority sites across the State for improvements. However, TMR will continue to monitor this location as part of routine operations and assess its suitability for an upgrade in future reviews of the works program. There are no plans to further investigate an intersection upgrade at this time.

The Palaszczuk Government is delivering its eighth record transport and roads infrastructure program in a row, as detailed in the *Queensland Transport and Roads Investment Program 2023–24 to 2026–27*, which outlines \$32.1 billion in investment over the next four years and is estimated to support an average of 25,200 direct jobs over the life of the program. Of this, \$3.147 billion is committed across TMR's North Coast Region, estimated to support an average of 2460 direct jobs over the life of the program.

I trust this information is of assistance.

Yours sincerely



MARK BAILEY MP
Minister for Transport and Main Roads
Minister for Digital Services