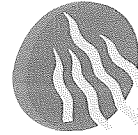




Hon Craig Wallace MP
Member for Thuringowa



**Queensland
Government**

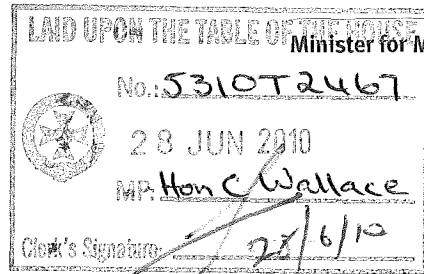
Our ref: MC49582

Your ref: Petitions

25 JUN 2010

Mr Neil Laurie
The Clerk of the Parliament
Parliament House
George Street
Brisbane Qld 4000

Dear Mr Laurie



I refer to petition numbers 1439-10, 1440-10 and 1441-10 lodged with the Legislative Assembly by Mr Peter Dowling MP, Member for Redlands on 19 May 2010, about upgrading the intersection of Cleveland-Redland Bay Road and Anita Street, Redland Bay.

The Department of Transport and Main Roads has advised that in January 2009, it completed a detailed investigation into the options for the upgrade of this intersection including installation of traffic signals. Although the investigation was completed in January 2009, the traffic and pedestrian data related to the investigation was collected in November 2008 during school days from 6am to 6pm. Enclosed is a traffic survey for your information (**Attachment A**). This survey provided an accurate picture of the existing traffic and pedestrian movements when upgrade options were considered.

I am advised that traffic signals are installed on state-controlled roads in accordance with the national standard guidelines. These guidelines consider traffic volumes on major and minor roads, crash history, likely reduction in crashes following the installation of traffic signals and the number of pedestrians crossing the road. The intersection of Cleveland-Redland Bay Road and Anita Street did not meet the criteria for signalisation at the time of investigation. Enclosed is a signal warrant analysis for your information (**Attachment B**).

I am further advised that the department investigated whether a mid-block pedestrian crossing was warranted at this location, to allow residents to safely access the bus stop on the other side of Anita Street. Pedestrian counts undertaken as part of the investigation recorded a total of 12 pedestrians crossing Cleveland-Redland Bay Road over a 12-hour count period. Therefore, a mid-block pedestrian crossing is not warranted at this stage. However, the department will continue to monitor the safety performance of this intersection and review the need for traffic signals, if circumstances change in the future.

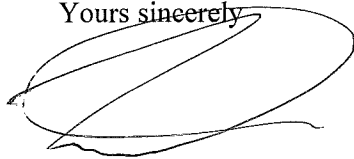
Level 13 Mineral House
41 George Street Brisbane 4000
PO Box 15456 City East
Queensland 4002 Australia
Telephone +61 7 3896 3691
Facsimile +61 7 3210 6214
Email mainroads@ministerial.qld.gov.au
ABN 65 959 415 158

A further site inspection carried out in January 2009, as part of the upgrade investigation, did not identify any major concerns requiring the department's immediate attention.

The department is currently working on a long-term corridor planning of this section of Cleveland-Redland Bay Road. This planning is expected to review and rationalise access to and from Cleveland-Redland Bay Road.

If you require further information, please call Mr Mike Carter, Manager (Road Operations) in Brisbane, on 3137 8264. Mr Carter will be pleased to assist.

Yours sincerely

A handwritten signature in black ink, appearing to be 'Craig Wallace', written over the words 'Yours sincerely'.

Craig Wallace MP
Minister for Main Roads

Enc (2)

Volume Classified Count sheet

LOCATION: CLEVELAND REDLAND BAY RD S/B / PRIVATE ENT E/B
 DATE: Tuesday 02/11/08
 WEATHER: 109 FINE

4
 1--3
 2

COUNTER	CLEVELAND REDLAND BAY RD S/B					PRIVATE ENT E/B					CLEVELAND REDLAND BAY RD NB					ANITA ST W/E					Total Traffic 1/4 hr
	FROM 1-4	1-3	1-2	U-Turn	PEDS	FROM 2-1	2-4	2-3	U-Turn	PEDS	FROM 3-2	3-1	3-4	U-Turn	PEDS	FROM 4-3	4-2	4-1	U-Turn	PEDS	
6:45am	0	59	0	0	0	0	0	1	0	0	1	184	2	0	0	10	0	8	0	0	
7:00am	2	84	0	0	0	0	0	0	0	0	0	214	4	0	0	10	0	10	0	0	
7:15am	2	97	0	0	0	1	0	0	0	0	0	224	1	0	0	12	0	13	0	0	
7:30am	0	128	0	0	0	0	0	0	0	0	0	195	4	0	0	7	0	8	0	1	
7:45am	0	125	1	1	0	0	0	0	0	0	0	283	2	0	0	10	0	10	0	2	
8:00am	3	152	0	0	1	0	0	0	0	0	0	257	5	0	0	10	1	14	0	2	
8:15am	10	171	0	0	0	0	0	0	0	0	0	378	2	0	0	6	0	20	0	2	
8:30am	3	224	0	0	0	0	0	0	0	0	2	425	4	0	0	18	0	19	0	2	
8:45am	0	202	0	0	0	1	0	0	0	0	0	317	5	0	0	7	0	5	0	2	
9:00am	5	167	0	0	0	2	0	0	0	0	1	291	2	0	0	5	0	6	0	0	
9:15am	5	148	0	0	0	0	0	1	0	0	0	243	3	0	0	3	0	10	0	0	
9:30am	6	169	1	0	0	1	0	0	0	0	2	208	2	0	0	3	0	13	0	0	
9:45am	4	150	0	0	0	0	0	0	0	0	1	250	3	0	0	3	0	11	0	0	
10:00am	6	181	0	0	0	2	0	0	0	0	0	243	4	0	0	4	0	10	0	0	
10:15am	4	207	0	0	0	0	0	0	0	0	1	212	2	0	0	1	0	5	0	0	
10:30am	7	211	0	0	1	1	0	0	0	0	0	205	3	0	0	5	0	5	0	0	
10:45am	7	200	0	0	1	1	0	0	0	0	0	186	5	0	0	6	0	6	0	0	
11:00am	7	190	0	0	0	0	0	0	0	0	0	189	6	0	0	6	0	7	0	0	
11:15am	7	179	0	0	0	0	0	0	0	0	0	180	8	0	0	6	0	8	0	0	
11:30am	7	173	0	0	1	0	0	0	0	0	1	180	1	0	0	4	0	5	0	0	
11:45am	4	185	0	0	0	1	0	0	0	0	1	175	3	0	0	1	0	9	0	0	
12:00pm	9	195	0	0	0	1	0	0	0	0	1	155	6	0	0	1	0	5	0	0	
12:15pm	0	174	0	0	0	0	0	1	0	0	0	181	1	0	0	1	0	2	0	0	
12:30pm	2	144	0	0	0	0	0	0	0	0	2	114	4	0	0	3	0	8	0	1	
12:45pm	6	157	0	0	0	0	0	0	0	0	0	127	4	0	0	5	0	3	0	6	
1:00pm	0	146	0	0	0	1	0	0	0	0	0	123	3	0	0	7	0	5	0	0	
1:15pm	4	128	0	0	0	0	1	0	0	0	0	131	3	0	0	2	0	6	0	0	
1:30pm	8	151	0	0	0	0	0	1	0	0	0	115	1	0	0	0	0	5	0	1	
1:45pm	5	130	0	0	0	0	0	0	0	0	0	145	7	0	0	5	0	6	0	0	
2:00pm	1	131	0	0	0	2	0	0	1	0	0	99	3	0	0	2	0	8	0	1	
2:15pm	7	114	0	0	0	1	0	0	0	0	1	104	6	0	0	2	0	5	0	1	
2:30pm	4	160	0	0	0	0	0	0	0	0	0	171	6	0	0	6	0	9	0	0	
2:45pm	6	190	0	0	0	0	0	0	0	0	0	199	0	0	0	6	0	13	0	0	
3:00pm	8	203	0	0	0	1	0	0	0	0	0	216	8	0	0	5	0	16	0	0	
3:15pm	11	244	0	0	0	1	0	0	0	0	2	274	8	0	0	12	0	3	0	6	
3:30pm	26	279	0	0	0	1	0	0	0	0	2	181	14	0	0	8	0	10	0	8	
3:45pm	19	202	0	0	1	3	0	0	0	0	1	191	9	0	0	8	0	6	0	0	
4:00pm	17	236	0	0	2	2	0	0	0	0	0	184	9	0	0	6	0	5	0	0	
4:15pm	14	208	0	0	4	0	0	0	0	0	1	176	10	0	0	5	0	5	0	0	
4:30pm	14	241	0	0	0	0	0	0	0	0	0	190	3	0	0	1	0	5	0	1	
4:45pm	19	277	0	0	0	1	0	0	0	0	0	195	6	0	0	7	0	10	0	0	
5:00pm	10	283	0	0	0	0	0	0	0	0	0	182	0	0	0	5	0	4	0	0	
5:15pm	12	269	0	0	0	0	0	0	0	0	0	175	4	0	0	2	0	6	0	0	
5:30pm	12	302	0	0	0	0	0	0	0	0	1	170	10	0	0	4	0	7	0	0	
5:45pm	13	317	0	0	0	0	0	0	0	0	0	178	10	0	0	6	0	5	0	0	
6:00pm	13	258	0	0	1	0	0	0	0	0	1	169	8	0	0	5	0	11	0	0	
TOTALS	334	6612	2	1	12	24	1	5	0	0	23	9196	214	0	0	244	1	370	0	34	
%CV	2.3	4.7	0.0	0.0		23.8	0.0	0.0	0.0		36.1	4.4	3.6	0.0		2.2	0.0	0.9	0.0		

COMMENTS:

Sidra Input

AM PEAK

PM PEAK

Appendix 2
Signal Warrant Analysis

As per criteria envisaged in Part 14, MUTCD (1.4.3)

(Also refer to QDMR Road Planning and Design Manual Chapter 13 Section 13.5.6.2 Warrants for Traffic Signals)

Intersection: Cleveland Redland Bay Road / Anita Street

Traffic Volume	Guideline 1 (Traffic Volume)		Guideline 2 (Traffic Volume)		Guideline 3 (Accident Type)		Guideline 4 (Pedestrian Volume)
	Major Roads	Minor Roads (Higher volume approach)	Major Roads	Minor Roads (Higher volume approach)	Right turn accident (3-4)	Right turn accident (4-1)	
	veh/hr >600	veh/hr >200	veh/hr >900	veh/hr >100	After introducing protected RT lane	After introducing protected RT lane	
Criteria	Are there Veh>600 for four times a day?	Are there Veh>200 for four times a day on high vol approach?	Are there Veh>900 for four times a day?	Are there Veh>100 for four times a day on high vol approach?	Are there 3 accidents per year which can be eliminated by signal?	Are there 3 accidents per year which can be eliminated by signal?	Are there pedestrian crossing major road > 150/hr?
Yes / No	Yes -	No	Yes	No	No	No	No
Does it meet the criteria?	No		No		No	No	No