

15 January 2007

**Gap Creek Road Upgrade Feasibility Study
Brisbane City Council
GPO Box 1434
Brisbane Qld 4001**

Dear Sir/Madam,

Re. RACQ's Comments on the Gap Creek Road Upgrade Feasibility Study

The RACQ welcomes the opportunity to comment on the proposed upgrade of Gap Creek Road. Our comments are based on information gathered from the Gap Creek Road Upgrade Newsletter No.1, December 2006 and from RACQ's 2001 and 2005 Unroadworthy Roads Surveys.

1.0 Gap Creek Road Upgrade

The RACQ believes that Gap Creek Road serves as an important north-south connection between local suburbs at each end. This statement is backed up in Newsletter No.1, with Brisbane City Council identifying that the origin and destination of the majority of vehicles using Gap Creek Road are locally generated.

The RACQ believes that this upgrade will significantly improve safety and reduce ongoing maintenance costs of Gap Creek Road and therefore should proceed without delay.

2.0 RACQ's 2001 and 2005 Unroadworthy Roads Surveys

In 2001 and 2005 RACQ members were asked to nominate roads they consider to be in poor condition. In both 2001 and 2005, Gap Creek Road received enough nominations to position it in the Top 10 worst Local Government Roads.

A summary of problems that members identified are summarised in the attached Table 2.4, taken from RACQ's 2005 Unroadworthy Roads Survey. Both the 2001 and 2005 Unroadworthy Roads Surveys are available to download from the RACQ website: http://www.racq.com.au/about_us/advocacy/submissions

3.0 Upgrade Options

It is noted that Newsletter No.1, December 2006 describes that the feasibility study will look at the appropriate design speed of the road, which is likely to be 50km/h.

The appropriate speed limit should be based on best engineering practice to determine if the function of the road and speed environment (alignment/access points, etc.) is suitable for 50km/h (typically local/residential access roads) or would be more appropriately zoned as a 60km/h district access/suburban route. The Club would argue that Gap Creek Road serves a district access/suburban route function (60km/h) rather than a typical 50km/h local/residential access road.

The RACQ agrees that maintaining the road as a two lane corridor – one lane in each direction and widening the bridge over Gap Creek to a standard two lane operation should be key features of the project.

Other key features the RACQ would recommend are 1.2m - 2.4m width sealed road shoulders (above the minimum standard suggested in Newsletter No.1) and realignment of Gap Creek Road to remove several sharp bends and support a possible 60km/h speed limit suitable for a road serving a district access/suburban route function. Safety could be greatly improved through realignment of Gap Creek Road.

Provision of a road designed with safety in mind would also include a forgiving roadside and removal or protection of roadside hazards such as trees, poles, culverts and steep embankments.

The RACQ will be monitoring the progress of this project with interest, and we would be happy to discuss this submission with you further. For this purpose you can contact Gregory Miskowycz, Engineer – Traffic & Safety Department, by telephone on (07) 3872 8922.

Yours faithfully,

John Wikman
Executive Manager Traffic & Safety Department

Table 2.4 Comparison of nominated Top 10 worst Local Government roads for 2001 & 2005

Road Name	Location	Rank in 2001	Rank in 2005	Comments
River Heads Road	Booral Road to River Heads	1	1	The problems centre around the function of this road. Members suggest it carries a high volume of traffic to access the Fraser Island Barge/Ferry. The road is narrow, rough with crests and dips, poor shoulders, no overtaking opportunities and flood prone/poor drainage. The road is not fit for its intended function and needs to be widened and resurfaced in the very least.
Gap Creek Road	The Gap - Kenmore Hills	4	9	Still an issue in the Brisbane metropolitan area. Problems are a rough, narrow road with a loose surface, tight curves and crests with poor road shoulders and hazardous roadside objects. The road is corrugated, slippery in the wet and dusty when dry, it has pot holes that appear after rain, and is poorly maintained due to the road deteriorating quickly after grading.
Bloomfield Road	Wujal Wujal - Rossville/Helinvale and Wujal Wujal to Cape Tribulation	7	3	From member responses the condition of this road has not improved at all, in fact it received more responses this survey than the 2001 survey. The surface is slippery and loose, rough with pot holes and washouts. It is flood prone and has dangerous causeways and steep grades. Signage is very limited.
Bellthorpe Range Road	Bellthorpe	8	5	Rough and narrow with a poor alignment, hazardous roadside objects, steep grades and visibility problems. Trees are close to the road. Due to the narrow width of roadway a curfew still exists (school hours) on the road to allow buses to travel along the road without meeting oncoming traffic.
Tinnanbar Road	Tinnanbar to Maryborough - Cooloola Road	10	10	A rough and slippery surface that is poorly maintained by Council. Pot holes and corrugations are common.

(Source: 2005 Unroadworthy Roads Survey) http://www.racq.com.au/about_us/advocacy/submissions