

30 June 2008

MacGregor/Jubilee Planning Study
Department of Main Roads
Reply Paid 70
SPRING HILL, Qld 4004

Dear Sir/Madam,

Re. RACQ's Comments on the MacGregor/Jubilee Terrace Planning Study

The RACQ welcomes the opportunity to comment on the MacGregor/Jubilee Terrace Planning Study. Our comments are based on the information gathered from the Community Newsletter, May 2008, a site visit and a Department of Main Roads staffed project display on Wednesday 18 June.

1.0 Background

The RACQ conducts its 'Red Spot Survey' every three years where members are asked to supply information on congested locations where delays are frustrating, but could be alleviated to some extent. In the 2007 Red Spot Survey, the Jubilee Terrace / Coopers Camp Road intersection received the 7th highest number of nominations statewide.

Members advised that there was difficulty entering a higher priority road from a lower priority road, i.e., entering Jubilee Terrace from Coopers Camp Road and the green time at the traffic lights was too short. The solution provided by members was to provide more lanes/road capacity and extend the green time at signals.

The RACQ is also aware that there are problems at the Latrobe Terrace / MacGregor Terrace roundabout due to the limited capacity of the roundabout, and an uneven distribution of movements to and from Latrobe Terrace causing delays for north/south traffic flows at AM and PM peak times.

To gain a better appreciation of traffic and delays it would have been beneficial if the Department of Main Roads could have provided some traffic volume data in the Community Newsletter for the section of MacGregor Terrace between Coopers Camp Road and Latrobe Terrace, including information on the origin and destination of vehicles using this section.

The only traffic volume information offered at the staffed project display was a figure mentioned of approximately 24000 vehicles per day at a location the Club understands to be outside the proposed upgrade section.

However, subject to the points raised above and observations of traffic congestion the RACQ believes the mid-block section of MacGregor Terrace will ultimately require a four lane capacity due to servicing both north/south and east/west traffic movements.

2.0 Options

The Club prefers Option 2 of the full upgrade to four lanes width but with the modifications outlined in Section 2.1 below.

The Community Newsletter shows an Option 3 that includes 1.5m wide on-road bicycle lanes in each direction. There is no indication of how many cyclists actually use Jubilee Terrace/MacGregor Terrace currently, or any forecast on its predicted use in the future. The hilly terrain on all approaches to MacGregor Terrace would most likely restrict or discourage the number of cyclists who might consider this section as a desirable bicycle route.

The RACQ understands that Jubilee Terrace/MacGregor Terrace is a constrained corridor and due to alignment and topography even minor width changes can significantly affect project costs. At the staffed project display it was suggested that Option 2 could be approximately 5-6 times more costly than Option 1 with Option 3 possibly being up to 10 times more expensive to construct.

The Club prefers Option 2 over Option 3 due to there being no information on present and future bicycle lane usage, and the significant cost difference of providing a 1.5m bicycle lane on both sides of the road. Without knowledge of potential bicycle volumes the Club has no way of assessing the extent of benefits derived from the substantial expense of adding dedicated bicycle lanes.

2.1 Coopers Camp Road / Jubilee Terrace and Simpsons Road / Jubilee Terrace

The RACQ prefers the Option 2 design layout of these intersections, but without a Jubilee Terrace 'bus lane', i.e., shift the bus lane to the left lane on Coopers Camp Road and control it by a "B" phase that allows a queue jump to turn into the left general purpose lane on Jubilee Terrace.

The Club questions whether a bus lane on Jubilee Terrace would provide any significant travel time benefit compared to the additional cost of required resumptions and earth works. This bus lane would also reduce the available green time for southbound traffic on MacGregor Terrace at the Simpsons Road intersection due to the introduction of a "bus phase".

Currently southbound traffic can turn right from Jubilee Terrace into Coopers Camp Road through a break in the median. However none of the upgrade options indicate that this movement will be provided for.

Therefore subject to traffic demand for this movement to continue, consideration should be given to allowing a U-turn from the right turn lane on Jubilee Terrace at Simpsons Road to accommodate southbound traffic that wishes to travel westbound on Coopers Camp Road.

2.2 Other upgrades along the corridor

The Club is also aware of the Western Brisbane Transport Network Investigation (WBTNI) and the proposal for a tunnel linking the Toowong roundabout with Everton Park and upgraded links to the north and east. If this tunnel is not being considered for delivery in the short to medium term, other substantial upgrade options should be included to relieve growing congestion on the surface network.

One option that addresses the study area problems is a short north-south tunnel from Boundary St (south of Fernberg Road) to Jubilee Terrace. A two lane tunnel catering to 60 km/h through traffic in both directions will reduce the volume of surface road traffic and allow for a greater east-west emphasis for the complex intersections in the study area.

Given the lack of an appropriate western bypass, the Department of Main Roads should investigate surface road upgrade options at other locations to reduce congestion along the corridor between Toowong and Everton Park, e.g., the Wardell Street / Samford Road intersection suffers from major congestion at both peak and non-peak periods.

The RACQ will be monitoring the progress of this project with interest, and we would be happy to discuss this submission with you further if required. For this purpose you can contact me on the details below.

Yours faithfully,

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