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Dear Stakeholder,

Samford Road and Wardell Street intersection upgrade – preferred plan released

In February 2011, the Department of Transport and Main Roads commenced a planning study to develop an upgrade solution for the intersection at Samford Road and Wardell Street. This was in response to concerns which both the department and the community had regarding the levels of congestion at this intersection.

In July 2011 a draft concept plan was released to key stakeholders, such as yourself, and the public for comment. Since then, the department has refined the original concept plan using the feedback received and technical outputs from various detailed investigations to develop a preferred plan.

The preferred plan was released by the Honourable Mr Craig Wallace, Minister for Transport Main Roads, Fisheries and Marine Infrastructure on 14 February 2012. A copy of this plan is included within the enclosed newsletter. It is also available online at www.tmr.qld.gov.au (search for "Samford Wardell").

If you have any comments, suggestions or questions on the project newsletter or the preferred plan, these can be sent to the project team by email at samford.wardell@tmr.qld.gov.au or by contacting the project team toll-free on 1800 045 348.

Yours sincerely,



Ron Michel
Regional Director (Metropolitan Region)

Encl (newsletter)

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Samford Road and Wardell Street intersection upgrade

Key points:

- New dedicated turning lanes will reduce congestion.
- Delays will be reduced by up to 70%.
- Improved safety and reduced rat-running.
- Better facilities for cyclists, public transport users and pedestrians.

Planning study update

The Department of Transport and Main Roads has finalised the preferred plan for the Samford Road and Wardell Street Intersection upgrade.

Since the release of the draft concept plan (July 2011), the department has refined this plan using feedback from the community, stakeholders and outputs from further technical investigations.

Preferred plan released

The preferred plan retains most of the features of the original concept plan. Some of the key features are:

- Additional and longer right turn lanes on Samford Road meaning more traffic can travel through the intersection in a shorter time period, allowing more signal green time on Wardell Street.
- Reduced congestion with the average delay per vehicle at the intersection decreasing by up to 70% in peak periods.
- A more efficient intersection to reduce the attractiveness of rat-running through local streets.
- Improved safety through better road geometry, cycle lanes, wider footpaths and a smoother road surface.
- Allows for the future provision of an access into the Enoggera Army Base at Imbros Street.

Changes in the preferred plan

The main changes in the preferred plan compared to the concept plan are:

- On Samford Road, pedestrian and cycle safety has been increased by providing on-road cycle lanes and wider footpaths.
- A proposed right turn ban for northbound Wardell Street traffic into Samford Road eastbound will not be implemented as it may have encouraged rat-run movements.
- A U-Turn facility at Imbros Street will provide better access for local residents whilst maintaining the safety benefits of the median islands.
- The proposed left turn lane on Samford Road westbound has been removed as it provided minimal benefits.

Integration with public transport

The proposed road improvements have been developed to integrate with other public transport improvements in the area. These include the current duplication of the Ferny Grove rail line and improvements to the Ferny Grove railway station including a larger car park to encourage travel by train rather than by car.

Samford Road and Wardell Street Intersection upgrade



Key features

- Extending the current dedicated right-turn lane on Samford Road from 30m to provide two dedicated lanes of 140m which will allow more vehicles to travel through the intersection in a shorter time frame. These time savings will allow more green-light time for Wardell Street.
- Improved traffic flow through the intersection will reduce congestion and rat-running.
- Median islands will reduce rat-running and prevent some turning movements which have contributed to crashes in recent years.
- Improved road alignment at Imbros Street bend and Norman Terrace crest will reduce crash potential.
- It will be necessary to acquire some property to achieve this plan.
- New Imbros Street signals will provide safe all-movement access to Gizeh Street and Cairo Street.
- Imbros Street signals allow safe pedestrian and cycle access to Gaythorne rail station and Enoggera Army Base.
- The right turn for northbound Wardell Street traffic into Samford Road, heading east will be retained.
- Updated signal timings will maximize intersection efficiency.
- Indented bus bays will improve safety and minimise delays to general traffic.
- Cycle lanes and wide shared-use footpaths on Samford Road for cyclists and pedestrians.
- Closure of Norman Terrace to reduce crash potential.
- Improvements to Lloyd Street Intersection likely to include an extended right turn lane from Wardell Street and a new right turn arrow for southbound traffic.

Preferred plan



How community feedback shaped the plan

Issue	How it influenced the preferred planning option.
<p>Why not build an overpass instead?</p>	<p>The option of an overpass on either Samford Road or Wardell Street was re-examined. The department concluded that a surface upgrade was the correct solution as it:</p> <ul style="list-style-type: none"> • provides significant congestion reduction benefits • has fewer property impacts • is more cost effective than an overpass • can be constructed in a shorter time frame • has potential lower noise and visual amenity impacts.
<p>How long will the improvements last for?</p>	<p>Various computer traffic models were developed to examine how upgrade options would perform both now and in the future.</p> <p>The modelling demonstrated that the preferred plan could reduce the average delay per vehicle in peak periods by up to 70% now and a significant amount in the future.</p> <p>The surface upgrade is considered to be a value for money and affordable solution that will provide a step change in performance both now and into the future.</p>
<p>Public transport should be improved.</p>	<p>The preferred plan provides indented bus stops, and improved pedestrian and cycle access to bus and rail services. The upgrades will allow traffic to pass more quickly through the intersection which will improve bus journey time, reliability and travel times. Ferny Grove train line is being duplicated, which will allow for more regular train services.</p>
<p>Issues with a ban of the right turn from Wardell St northbound into Samford Road eastbound.</p>	<p>There was strong support from the public for retaining this movement for access and safety reasons. Many respondents pointed out that alternative routes meant increased rat-running through local streets. The department has responded by retaining this movement in the preferred plan.</p>
<p>Concern over current levels of rat-running through local streets.</p>	<p>It is considered that the reduction in congestion at the intersection will reduce the attractiveness of rat-runs through local streets. Also, the new median islands as well as the closure of Norman Terrace will prevent some current rat-run movements.</p>
<p>Concern about the impacts of the plan on property owners.</p>	<p>The department will work with all impacted property owners to ensure they are treated fairly and equitably as legislated in the <i>Transport Planning and Coordination Act (1994)</i> and the <i>Acquisition of Land Act (1967)</i>.</p>
<p>There should be even better provision for cyclists and pedestrians.</p>	<p>New cycle lanes and wider footpaths are provided on Samford Road. Pedestrian safety and access around and through the intersection has been improved.</p>
<p>Project costs</p>	<p>An assessment undertaken using standard appraisal methodology for transport projects found the benefits to the community will easily exceed the allocated budget and is value for money.</p>
<p>Noise levels might increase.</p>	<p>The department has undertaken some preliminary noise monitoring and modelling. Further investigations will be done during the detail design phase and where necessary, appropriate noise treatments will be delivered.</p>
<p>Access to the shops will be restricted from the west.</p>	<p>The department investigated retention of right turns into Ardentallen Road. However, safety concerns over a median break within a right turn lane were such that it constituted an unacceptable crash risk. From the west, the shops can be accessed via the Audrey Street intersection on Wardell Street.</p>
<p>Why not signalise Audrey Street so right turns out can be maintained?</p>	<p>Audrey Street is only 150 metres from both Wardell and Lloyd Streets. This is considered to be too close. It is more difficult to co-ordinate closely spaced traffic signals. They also have a higher crash risk, particularly when traffic queues back through the Audrey Street intersection.</p>

The department would like to thank the community for their input and feedback into the planning process.

Want more information:

Visit the project website at www.tmr.qld.gov.au and search 'Samford Wardell'

Please email samford.wardell@tmr.qld.gov.au or call the community information line on **1800 045 348***

*Free call from anywhere in Australia, call charges apply for calls made from mobile phones and payphones.