



OFFICE OF THE
LORD MAYOR
Brisbane

Office
City Hall
King George Square
Brisbane Qld 4000 Australia
Tel 07 3403 4400
Fax 07 3403 9930
LORDMAYOR@brisbane.qld.gov.au

Postal
GPO Box 2287
Brisbane Qld 4001 Australia

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Mr Paul French
Co-convenor
Brisbane CBD BUG
GPO Box 2104
BRISBANE QLD 4001

Dear Mr French

Thank you for your email of 5 November 2014 requesting a copy of the evaluation report for the Left Turn on Red (LTOR) trial. I appreciate your interest in this trial and am sorry the report was not sent to you by the end of August. Please find attached a copy of the LTOR draft report, which has now been approved for release by Deputy Mayor and Chairman of Council's Infrastructure Committee, Councillor Adrian Schrinner.

Council is introducing LTOR facilities across Brisbane following a successful trial of five intersections between November 2013 and April 2014. Overwhelming support for these facilities was received from both the wider Brisbane community and local residents who used the trial intersections.

The introduction and roll-out of more LTOR intersections across Brisbane is a small but practical way of decreasing individual travel times and easing congestion, contributing to our vision for an accessible, connected city.

Councillor Schrinner looks forward to receiving input from the Brisbane CBD BUG on the LTOR roll-out.

For further information on LTOR visit www.brisbane.qld.gov.au and search for 'left turn on red' or should you have any further queries about the LTOR project, please contact Mr Kin Kan, Traffic Network Engineer of Council's Congestion Reduction Unit, on 3403 8888.

Thank you for taking the time to contact me.

Yours sincerely

Graham Quirk
LORD MAYOR

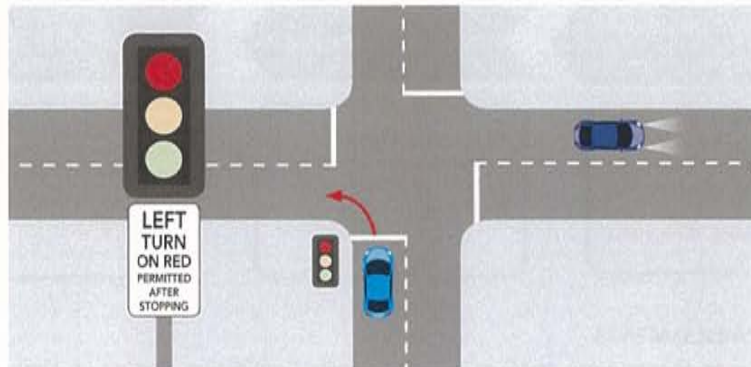
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Left Turn on Red (LTOR) Trial Report



Summary of Trial Outcomes

1. BACKGROUND

The Left Turn on Red (LTOR) trial is part of Council's ongoing commitment to ensure Brisbane is an accessible, connected city by delivering a range of congestion reduction measures. The project objective is to reduce delays without compromising the safety of all road users.

LTOR is the practice of permitting a vehicle in the left-hand lane facing a red traffic light to turn left, after coming to a complete stop and giving way to other vehicles, pedestrians and cyclists on the intersection. Turning left on red is only permitted at selected trial intersections where 'left turn on red permitted after stopping' signage is in place. The usual road rules apply at all other intersections during the trial. Brisbane City Council (Council) has commenced a LTOR trial at five intersections across Brisbane since 19 November 2013. The trial locations were selected after being assessed for safety against Department of Transport and Main Roads (DTMR) guidelines, which include parameters for pedestrian activity, sight distance and intersection configuration.

The trial was conducted at the following intersections:

- Site1 - Turning from Bowen Street into Lutwyche Road, Windsor
- Site2 - Turning from Maud Street into Breakfast Creek Road, Newstead
- Site3 - Turning from Hellawell Road into Gowan Road, Sunnybank Hills
- Site4 - Turning from Edge Street into Creek Road, Murarrie
- Site5 - Turning from Spence Street into Broadwater Road, Mt Gravatt East



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2. EVALUATION PROCESS

The diagram below illustrates the evaluation process during the LTOR trial:



3. TECHNICAL ASSESSMENTS

Technical assessments were conducted by Council's Congestion Reduction Unit and Transport Planning & Strategy branch to assess the safety and operational performance impacts associated with LTOR trial. Traffic surveys were conducted prior to and after the LTOR implementation to capture driver behaviour and its effect on other road users. The number of vehicles undertaking LTOR movements and observed incidents, such as near misses and any unusual driver behaviour were recorded. The survey periods were:

- 30 October to 2 November 2013 (Wednesday, Thursday, Saturday) – (Pre-trial)
- 27 to 30 November 2013 (Wednesday, Thursday, Saturday)
- 15 to 18 January 2014 (Wednesday, Thursday, Saturday)
- 19 to 22 March 2014 (Wednesday, Thursday, Saturday)

Summary of the technical assessment findings are listed as follows:

- The number of LTOR vehicles has gradually increased throughout the trial as awareness levels increased.
- Out of the trial sites, the Gowan and Hellawell Roads intersection and Lutwyche and Bowen Street intersection recorded the highest volume of left turning traffic and showed the most significant reduction in average delay.
- Average delay reductions of 20-30 seconds were measured at the Lutwyche and Bowen Street intersection during weekday peak hours, and 15 seconds was measured at the Gowan and Hellawell Roads intersection during the same time period.
- Importantly, the surveys show no increase in the number of traffic incidents following the implementation of LTOR on the days of survey.



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4. COMMUNITY FEEDBACK

4.1. Council's Customer Feedback Survey

To gather community feedback on LTOR trial, two customer feedback surveys were conducted by Council. The purposes of the surveys were to collect residents' opinions and experiences on the LTOR trial. A letterbox customer feedback survey was conducted via a mailout to local residents and businesses within the catchment of the five LTOR locations, and a further online customer survey was conducted via Council's website. A total of 1246 responses were received from both surveys. The summary of customer feedback survey findings are listed as follows:

- Over 95% of residents surveyed understand how LTOR works.
- Over 90% of LTOR users surveyed are motorists.
- 58% of local residents surveyed and 53% of residents surveyed online use a LTOR intersection at least once per week.
- Over 85% of residents surveyed believe LTOR reduces delays for motorists.
- Over 85% of residents surveyed believe LTOR is safe at the trialed intersections.
- Over 85% of residents surveyed believe more LTOR sites should be installed around Brisbane.

4.2. Customer Research by Consultants

To gather additional feedback for the trial, Council commissioned Enhance Research to conduct customer research, which included telephone and online surveys. The telephone surveys were mainly to target local residents around the LTOR intersections, while the online survey was to target the general population across Brisbane (including users and non-users of LTOR). The primary objectives of the customer research were to measure:

- awareness of the LTOR trial
- their understanding of the purpose of the LTOR trial
- their level of understanding of how LTOR works
- the extent to which LTOR influences behaviour of pedestrians and cyclists
- perceptions of the LTOR trial's impact on congestion and delays for motorists
- perceptions of the LTOR trial's impact on safety
- the level of support for more LTOR facilities to be implemented around Brisbane.



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A total of 1241 responses were received from both surveys and a summary of the findings are as follows:

Awareness and understanding

- More than 90% of local residents living near a LTOR trial intersection are aware of the trial. In the broader Brisbane population, almost half (46%) are aware of the LTOR trial in Brisbane.
- Awareness for those living near the LTOR intersections is mainly driven by personal experience and Council correspondence, while news sources are the most popular amongst wider Brisbane residents.
- The level of understanding of how LTOR works is 88% for local residents living close to the intersections, and 70% for the wider Brisbane population.

Perceptions

- Among local residents, perceptions of the LTOR trial are generally positive. Most local residents agree that the LTOR trial will reduce travel times (79%) and reduce local traffic congestion (72%).
- There are minimal negative perceptions of the LTOR trial's impact on safety. Most people disagree that LTOR would have a negative impact on the safety of motorists, pedestrians and cyclists.

Level of support

- Overall, the level of support for more LTOR facilities to be implemented around Brisbane is high. Approximately 70% of the wider Brisbane sample is supportive of the program.
- Those who have experienced LTOR either through the trial or elsewhere are more likely to be supportive of the concept.

5. CONCLUSIONS

Overall, the level of support for more LTOR facilities to be implemented around Brisbane is very high. Approximately 70% of the wider Brisbane sample is supportive of the program. Importantly, the technical assessment did not reveal any evidence to suggest that LTOR generates additional safety concerns.

6. RECOMMENDATIONS

Given the results of the trial, it is recommended that Council's Congestion Reduction Unit undertake further assessment of all signalised intersections to identify potential LTOR sites for future rollout. It must be remembered, however, that not all intersections will be suitable for LTOR. Factors such as sight-lines and pedestrian and cyclist volumes must be considered as part of any assessment for the potential installation of LTOR.