

From: [REDACTED]
Subject: Re: [REDACTED] MAYORAL CORRESPONDENCE CONCERNS REGARDING TRAFFIC SAFETY ISSUES IN RESERVE STREET
Date: 25 September 2020 at 12:52 pm
To: MAYOR mayor@goldcoast.qld.gov.au

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Dear Luke.

Thank you for your response, could you please forward me a copy or the link to the specification documents that contains the figures stating up to 10,000 VPD for a Collector Road.

Look forward to your early reply.

Regards.
[REDACTED]

On 23 Sep 2020, at 4:04 pm, MAYOR <mayor@goldcoast.qld.gov.au> wrote:

Dear [REDACTED]

Thanks for your letter to the Mayor dated 18 July regarding Reserve St in Burleigh Heads. The Mayor has asked me to respond on his behalf.

Apologies for the delay in responding. There were a number of issues raised, so it was important that we took the time to compile all the relevant information.

The Tabilban Street / Ocean Parade / Reserve Street link functions as a collector road in the city's transport network. Collector roads have a dual purpose of providing for the movement of vehicles into and out of a larger residential catchment as well as providing access to and from adjacent properties. As such, they are expected to carry moderate volumes of traffic up to 10,000 vehicles per day with a lower speed environment than an arterial road.

A traffic count undertaken in early October 2019 showed that an average of 6162 vehicles used this link per day (with a peak of 7041 vehicles recorded on a Friday). Another count undertaken along Reserve Street in mid-June 2020 indicated it was used by an average of 6255 vehicles per day (with a peak of 7021 vehicles recorded on a Thursday). These volumes are less than what is considered to be the safe carrying capacity of a collector road.

The June 2020 survey also showed that the average speed of vehicles using Reserve Street was 33km/h and the 85th percentile speed (the speed at or below which 85% of motorists were observed to be travelling) was 38km/h. This shows that the 40km/h speed limit is largely being complied with.

As part of upcoming upgrade of the Pacific Motorway (M1) between Varsity Lakes and Tugun, interchanges at Tallebudgera (Exit 89) and Palm Beach (Exit 92) will be reconfigured and a new service road will be constructed between the two interchanges to cater for local traffic travelling between suburbs. It is expected these road network improvements will encourage more motorists travelling to/from the northern areas of Tallebudgera Creek and Palm Beach to use Nineteenth Avenue and thus divert some traffic away from travelling through Burleigh Heads.

I understand that you have concerns in relation to the changes that will occur in the area as a result of the extension of the light rail to Burleigh Heads. High quality public transport such as light rail attracts people out of their cars resulting in fewer private vehicle trips and reduced traffic volumes. Traffic counts at multiple sites along the light rail corridor have shown a general reduction in vehicle movements since it was first introduced in 2014, with one site recording 5312 fewer vehicles (a 29% decrease) between 2012 and 2016.

The City is currently undertaking a study to better predict the influence the upcoming extension of the light rail system to Burleigh Heads will have on local trip making both during and after construction. The objective of the study is to identify works on the local road network that will help traffic conditions. This will include undertaking surveys and modelling along local streets such as Tabilban Street / Ocean Parade / Reserve Street to determine the amount of non-local traffic using the links. The study will also identify potential works to encourage through traffic to continue to travel along the Gold Coast Highway and West Burleigh Road.

In relation to your reference to Economic Development Queensland's *Street and Movement Network Guideline*, this document is only a guide applicable to the design of new roads in 'greenfield' areas within a Priority Development Area (PDA). In this regard Burleigh Heads is not a 'greenfield' area and is not a PDA identified by the Queensland Government.

I can also advise that the City currently has no plans to install a permanent traffic counter in Reserve Street.

In your letter you refer to a number of crashes that have occurred in Reserve Street in the past. Unfortunately, these crashes must not have been reported to the Queensland Police Service (QPS), as a search of the Department of Transport and Main Roads official crash database for Reserve Road identified only one personal injury crash in the last five years.

With regard to the guardrail, the City's current practice when guardrail is damaged and it doesn't comply with current standards in relation to installation, an alternative safety measure is installed. In this instance chevron alignment markers have been installed on the bend to better delineate the curve in the road to motorists.

Instances of poor driver behaviour, as outlined in your letter, are a matter for Queensland Police Service (QPS). Should you witness any further instances of illegal driver behaviour these can be reported to QPS via Policelink on 131 444.

In relation to your request for the closure of Reserve Street and redirecting traffic along the currently unformed section of Tabilban Street, this would require a significant level of investment from the City and would unfortunately provide little benefit to the wider community. Indeed, making this route more direct would likely increase through traffic volumes, which may impact the local community.

In the past the City has installed local area traffic management devices along this route, including at the intersection of Ocean Parade and Reserve Road to reduce vehicle volumes and speeds in order to improve safety. On the basis of this data and research the reopening of Tabilban Street and the closure of Reserve Street is not supported at this point in time.

Kind regards

Luke Wallace

Chief of Staff

Office of the Mayor

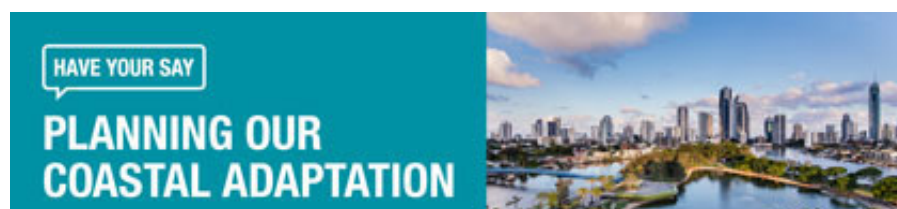
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