

Question on Notice

No. 17

Asked on 13 February 2024

DR C ROWAN ASKED MINISTER FOR TRANSPORT AND MAIN ROADS AND MINISTER FOR DIGITAL SERVICES (HON B MELLISH)—

QUESTION:

Will the Minister provide for the state-controlled Moggill Road (from the Western Freeway, Chapel Hill, through to the Moggill Ferry, Moggill) (reported separately for each of the 2021 to 2023 calendar years) (a) the Average Travel Time AM Peak and Average Travel Time PM Peak, (b) total vehicle traffic volumes for these recorded times and (c) any changes that have been made to traffic light sequencing along this section of Moggill Road, and the resultant impacts?

ANSWER:

I thank the Member for Moggill for the question.

- (a) The Average Travel Times in the typical weekday AM Peak (6 am to 10 am) and typical weekday PM Peak (3 pm to 7 pm) are:
- 2021 – AM 21.2 minutes
 - 2021 – PM 23.9 minutes
 - 2022 – AM 20.9 minutes
 - 2022 – PM 22.5 minutes
 - 2023 – AM 21.7 minutes
 - 2023 – PM 23.3 minutes.
- (b) The total vehicle traffic volumes in the typical weekday AM Peak (6 am to 10 am) and typical weekday PM Peak (3 pm to 7 pm) are:
- 2021 – AM 1675
 - 2021 – PM 3446
 - 2022 – AM 1639
 - 2022 – PM 3525
 - 2023 – AM 1666
 - 2023 – PM 3585.
- (c) The Department of Transport and Main Roads (TMR) has undertaken the following traffic signal modifications along Moggill Road between 2021 and 2023. These upgrades were undertaken to comply with TMR's current safety policy.
- Moggill Road and Kenmore Tavern access received minor upgrades to fully controlled vehicle right-turns, which removed possible conflicts with opposing through-vehicle movements.
 - Moggill Road and Rafting Ground Road received minor upgrades to fully controlled vehicle right-turns, which removed possible conflicts with opposing through-vehicle movements, in addition to providing pedestrians with a much greater level of safety when crossing the roadways by utilising red left-turn arrows to control left-turn vehicle movements.

- Moggill Road and Almay Street intersection received intersection upgrades with fully controlled vehicle right-turns, which removed possible conflicts with opposing through-vehicle movements, in addition to providing pedestrians with a much greater level of safety when crossing the roadways by utilising red left-turn arrows to control left-turn vehicle movements. Signage and line marking improvements were also undertaken as part of these works to improve delineation for motorists within a school zone.
- Smart crossings were introduced at five signalised pedestrian crossings—including schools—to enhance their functionality. These crossings utilise carriageway pedestrian detectors to regulate the flashing 'DON'T WALK' time for active transport users. By detecting the presence of users on the road, these detectors enable the adjustment of crossing time based on the type of users. This dynamic adjustment improves the operational efficiency, accessibility and safety of signalised crossings.