

Question on Notice

No. 373

Asked on 21 April 2026

HON L LINARD ASKED MINISTER FOR TRANSPORT AND MAIN ROADS
(**HON B MICKELBERG**)—

QUESTION:

With reference to intersections in my community where consideration has been given to turning arrows or other relevant adjustments to the operation of intersections to improve motorist safety—

Will the Minister advise, for any and all safety and/or feasibility studies conducted by the Department of Transport and Main Roads, the dates the studies were conducted and the findings of those studies at the following intersections (a) intersection of Roghan and Sandgate Roads, Boondall, (b) intersection of Roscommon and Sandgate Roads, Boondall and (c) intersection of Gympie and Sandgate Roads, Virginia?

ANSWER:

I thank the Member for the question.

In late 2024, the Department of Transport and Main Roads completed a comprehensive traffic analysis of the intersections of Sandgate Road at Roghan Road and Carlyle Street; Roscommon Road in Boondall; and Jefferis Street and Gympie Street in Virginia. I acknowledge that upgrades to these intersections were not delivered during the period between 2015 and 2024, under the former government.

The investigations found that fully controlling right-turn movements and implementing changes to benefit the side streets at these locations would increase queuing and congestion on Sandgate Road, which carries a high volume of traffic. This could lead to secondary safety concerns. To enable the side roads to operate independently at each intersection, the investigation determined that civil works would be required, including the extension of existing right-turn lanes and upgrading the traffic signal infrastructure.

In April 2026, safety improvement works were completed at the intersection of Sandgate Road, Roghan Road and Carlyle Street. These works included upgrading the traffic signal lantern sizes to enhance visibility and reduce the risk of crashes caused by vehicles entering the intersection on a red signal.

The traffic signal timings at these intersections have been optimised to effectively manage traffic flow while balancing safety, efficiency, and traffic demands for all road users. Although Sandgate Road is prioritised due to its higher traffic volumes, minimisation of delays on side streets and turning movements remains an objective.

Any further upgrades will be subject to future State Budget processes and considerations.