

SUBMISSION TO THE INFRASTRUCTURE COMMITTEE

1. **FILE NUMBER**

CA20/912041

2. **TITLE**

Petition requesting pedestrian facilities and speed reduction measures at the northern end of Dewar Terrace, Sherwood

3. **ISSUE/PURPOSE**

To respond to a petition requesting pedestrian facilities and speed reduction measures at the northern end of Dewar Terrace, Sherwood, to improve pedestrian safety.

4. **PROPONENT**

Marie Gales, Manager, Transport Planning and Operations, Brisbane Infrastructure

5. **SUBMISSION PREPARED BY**

Kiran Sreedharan, Senior Transport Network Officer, Transport Network Operations – South, Investigations Unit, Transport Network Operations, Transport Planning and Operations, Brisbane Infrastructure

6. **FOR RECOMMENDATION TO COUNCIL**

For recommendation to Council

7. **RECOMMENDATION**

It is recommended that the information in this submission be noted and the draft response, as set out in Attachment A, be sent to the head petitioner.



**Marie Gales
MANAGER
TRANSPORT PLANNING AND OPERATIONS
BRISBANE INFRASTRUCTURE**



**Councillor David McLachlan
CHAIR
INFRASTRUCTURE COMMITTEE**

8. **BACKGROUND**

Council received a petition containing 126 signatures requesting pedestrian safety improvements at the northern end of Dewar Terrace, Sherwood. Of the petitioners, 106 live in Tennyson Ward with the remainder living in other wards of the City of Brisbane.

The section of Dewar Terrace, between Sherwood Road and Marlborough Street, is classified as a district road under Council's road hierarchy in *Brisbane City Plan 2014*. District roads are major roads intended to connect general traffic for neighbourhood centres and inner-city residential areas of up to 3,000 households to the broader major road network. The speed limit on this section of Dewar Terrace is 40 km/h and there is one bus route operating in this section of Dewar Terrace. Attachment B shows a locality map.

The petitioners' request to install traffic calming devices at the northern end of Dewar Terrace has been noted. Traffic calming involves the installation of devices such as speed platforms and chicanes to discourage use from non-local traffic and to moderate vehicle speeds, providing a safer environment for all road users. Traffic calming devices are generally applied to local and neighbourhood access roads, which primarily provide access to dwellings, residential buildings and other local streets with limited traffic movements.

It is noted that there are traffic calming devices installed on Dewar Terrace, south of Sherwood Road. However, this section of Dewar Terrace is designated as a neighbourhood road which primarily provides residential access and the traffic calming devices have been in place for more than 10 years.

Traffic calming devices, which inherently impact on the efficient movement of people and goods, are unsuitable for district access roads such as the northern section of Dewar Terrace. Traffic calming treatments on district access roads could also create broader problems by diverting traffic to the wider local traffic network.

Dewar Terrace is also a bus route and the installation of traffic calming devices such as speed platforms would not be supported, due to buses potentially bottoming out on the speed platforms and the physical impacts on operators and passengers, as well as the amenity impacts to nearby residents due to the noise generated by buses crossing the speed platforms. For these reasons, the petitioners' request for traffic calming on Dewar Terrace, between Sherwood Road and Marlborough Street is unable to be supported.

The petitioners' request for a pedestrian crossing facility on the northern end of Dewar Terrace and between Dudley Street and Dunella Street, has been noted. Council receives numerous requests for pedestrian crossing facilities across Brisbane each year and it is not possible to fund the construction of each request. It is recognised that there are several attractors in the local area including the Sherwood Rail Station and the Sherwood Arboretum. Given the close proximity of the two proposed locations, the location at the intersection of Dewar Terrace and Marlborough Street is considered the most feasible.

A search of the latest available data in the Queensland Government's crash database between 1 January 2015 and 29 February 2020, has identified one recorded crash on the subject section of Dewar Terrace between two vehicles, which was the result of a motorist failing to stop and give way at the Sherwood Road intersection. The available crash data does not indicate that there are significant safety issues for pedestrians at the northern end of Dewar Terrace. However, it is acknowledged that the Queensland Government's database does not capture all incidents that may occur on the road network. Therefore, investigation of a pedestrian refuge island, similar to the crossing facilities referenced on Sherwood Road, near its intersection with Lilly Street, has been listed for future funding consideration in Council's budget.

The petitioners' request for a footpath along the western side of Dewar Terrace has been noted. Council inspected Dewar Terrace on 15 September 2020, and it was noted there is an existing

footpath along the eastern side within the subject area. Attachment C shows a map of the existing footpath.

In the 2020-21 financial year, \$14.68 million has been distributed evenly between each ward under the Suburban Enhancement Fund (SEF). This fund can be utilised for various local projects which include building new footpaths and making local park improvements amongst others. Local Councillors play a role in determining which new footpath projects are funded from their SEF, following consultation with adjacent property owners. The petitioners' request for a new footpath along Dewar Terrace has been forwarded to Councillor Nicole Johnston, Councillor for Tennyson Ward, for her consideration.

The petitioners' request for a Speed Awareness Monitor (SAM) sign at the northern end of Dewar Terrace has been noted. SAMs are installed for a minimum of one month and increase motorist awareness of their travelling speed by acting as a reminder to adhere to the speed limit.

There is an existing SAM footing located on Dewar Terrace for northbound traffic near 93 Dewar Terrace. Council has identified two potential locations on Dewar Terrace, near numbers 20 and 28, for southbound traffic. However, these locations are subject to further investigation with consideration of community consultation, underground services, footpath obstructions, tree coverage and visibility which will be taken into account. Future consideration of a new SAM footing will be raised with Councillor Johnston for consideration in the Tennyson Ward rotation.

The petitioners' feedback about visibility at the intersections of Dudley Street and Dunella Street has been noted. Under the Queensland Road Rules (the road rules), motorists are not permitted to park within 10 metres of an intersection without traffic signals. Council will install yellow 'no stopping' lines at both intersections to reinforce the road rules to ensure adequate visibility is provided for turning motorists.

The petitioners' feedback about bus services travelling along Dewar Terrace has been noted. Some of the bus services operating to and from the Indooroopilly bus interchange and western suburbs are dispatched from the Sherwood Bus Depot. Prior to the opening of the depot, most of these bus services would have come from the Toowong and Willawong bus depots. Buses from Sherwood Bus Depot that are required to start trips at Indooroopilly may travel along Sherwood Road, Dewar Terrace, Marlborough Street and Honour Avenue.

This route is along an existing bus route and avoids introducing heavy vehicle traffic to more streets than absolutely necessary. Dewar Terrace has been part of the Great Circle Line route for the last 20 years.

Directing buses from Sherwood Road to turn right into Oxley Road would require adjustments to the intersection, including removal of on-street parking on the western side of Oxley Road. There are a significant number of commercial retailers in the area and a loss of parking is not considered an acceptable outcome, particularly given the longstanding bus route which has been safely operating for many years.

Furthermore, buses travelling onto Honour Avenue via Long Street East, is not an option due to the low clearance of the overhead rail bridge on Long Street East. This would also remove several existing bus stops from the Great Circle Line, disrupting public transport access for local residents and businesses.

The petitioners' feedback about speeding has been noted. Speeding is primarily a behavioural issue best managed through enforcement of the Queensland Road Rules by the Queensland Police Service (QPS). The petitioners are encouraged to raise any concerns they have with non-compliance of the 40 km/h speed limit directly with the QPS via the Hoon Hotline on 13 HOON (13 46 66).

It is recommended that the information in this submission be noted and the draft response, as set out in Attachment A, be sent to the head petitioner.

9. **FUNDING**

Not applicable

10. **CONSULTATION**

Councillor Nicole Johnston, Councillor for Tennyson Ward, has been consulted and does not support the recommendation.

11. **CUSTOMER IMPACT**

The response will address the petitioners' concerns.

12. **OPTIONS**

Option 1 – Approve the recommendation

Option 2 – Do not approve the recommendation

Option 1 is the preferred option.

NB: If the officer's recommendation is not followed, then the reasons for departure from that recommendation should be recorded here.

Attachment A
Draft response

Petition Reference: CA20/912041

Thank you for your petition requesting pedestrian safety improvements at the northern end of Dewar Terrace, Sherwood.

Your request to install traffic calming devices at the northern end of Dewar Terrace has been noted. Traffic calming involves the installation of devices such as speed platforms and chicanes to discourage use from non-local traffic and to moderate vehicle speeds, providing a safer environment for all road users. Traffic calming devices are generally applied to local and neighbourhood access roads, which primarily provide access to dwellings, residential buildings and other local streets with limited traffic movements.

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Dewar Terrace is also a bus route and the installation of traffic calming devices such as speed platforms would not be supported, due to buses potentially bottoming out on the speed platforms and the physical impacts on operators and passengers, as well as the amenity impacts to nearby residents due to the noise generated by buses crossing the speed platforms. For these reasons, the petitioners' request for traffic calming on Dewar Terrace, between Sherwood Road and Marlborough Street is unable to be supported.

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In the 2020-21 financial year, \$14.68 million has been distributed evenly between each ward under the Suburban Enhancement Fund (SEF). This fund can be utilised for various local projects which include building new footpaths and making local park improvements amongst others. Local Councillors play a role in determining which new footpath projects are funded from their SEF, following consultation with adjacent property owners. Your request for a new footpath along Dewar Terrace, has been forwarded to Councillor Nicole Johnston, Councillor for Tennyson Ward, for her consideration.

Your request for a Speed Awareness Monitor (SAM) sign at the northern end of Dewar Terrace has been noted. SAMs are installed for a minimum of one month and increase motorist awareness of their travelling speed by acting as a reminder to adhere to the speed limit. The citywide program has seen a decrease in the number of motorists travelling over the speed limit when passing the signs, with an average speed reduction of more than 8 km/h across all sites since the program began in late 2013.

There is an existing SAM footing located on Dewar Terrace for northbound traffic near 93 Dewar Terrace. Council has identified two potential locations on Dewar Terrace, near numbers 20 and 28, for southbound traffic. However, these locations are subject to further investigation with consideration of community consultation, underground services, footpath obstructions, tree coverage and visibility which will be taken into account. Future consideration of a new SAM footing will be raised with Councillor Johnston for consideration in the Tennyson Ward rotation.

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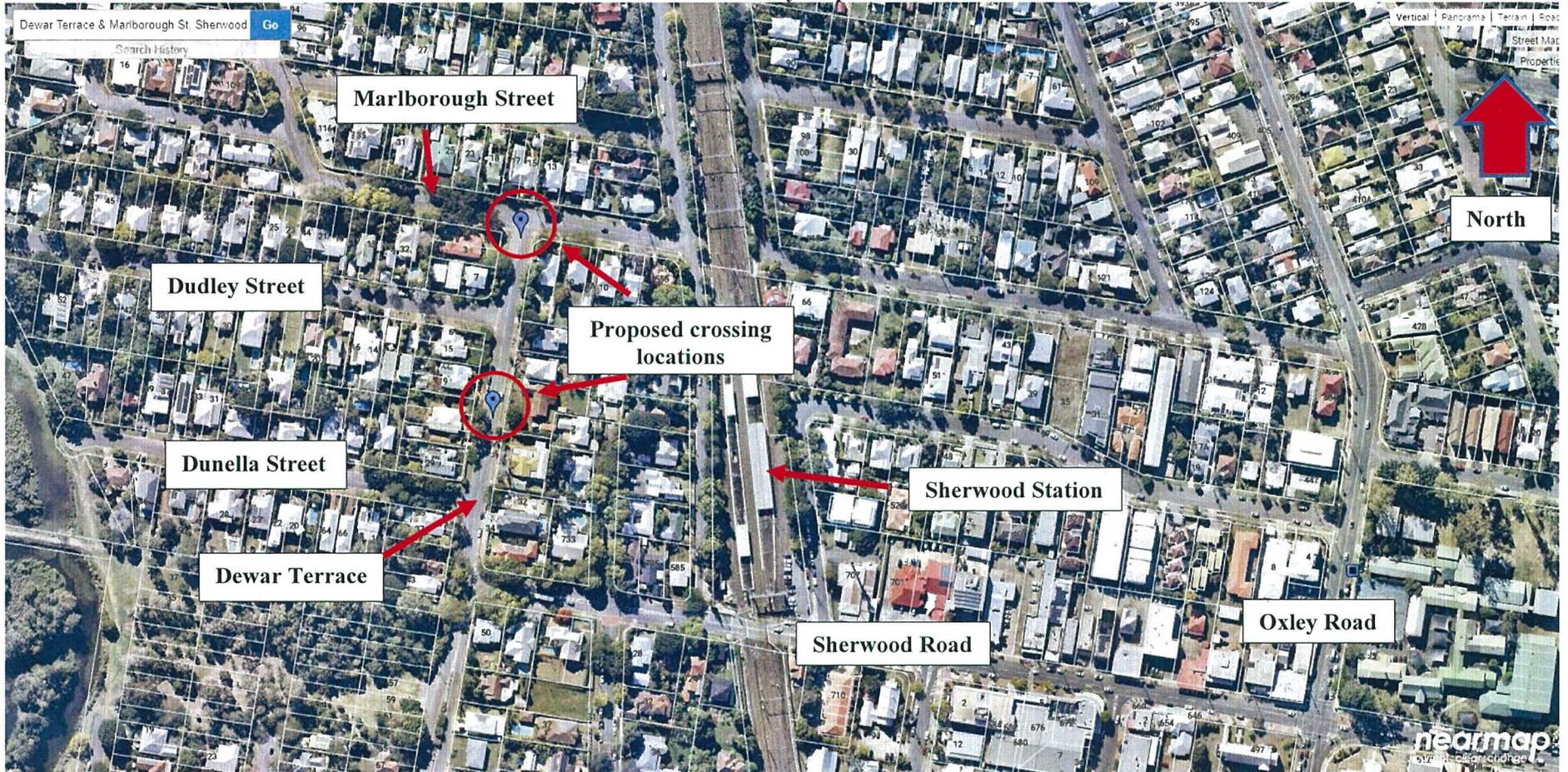
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Should you wish to discuss this matter further, please contact Mr Kiran Sreedharan, Senior Transport Network Officer, Transport Network Operations – South, Investigations Unit, Transport Network Operations, Transport Planning and Operations, Brisbane Infrastructure, on (07) 3178 1178.

Attachment B
Locality map



Attachment C
Existing footpath

