

# Cooroy intersection improvements fact sheet

February 2019

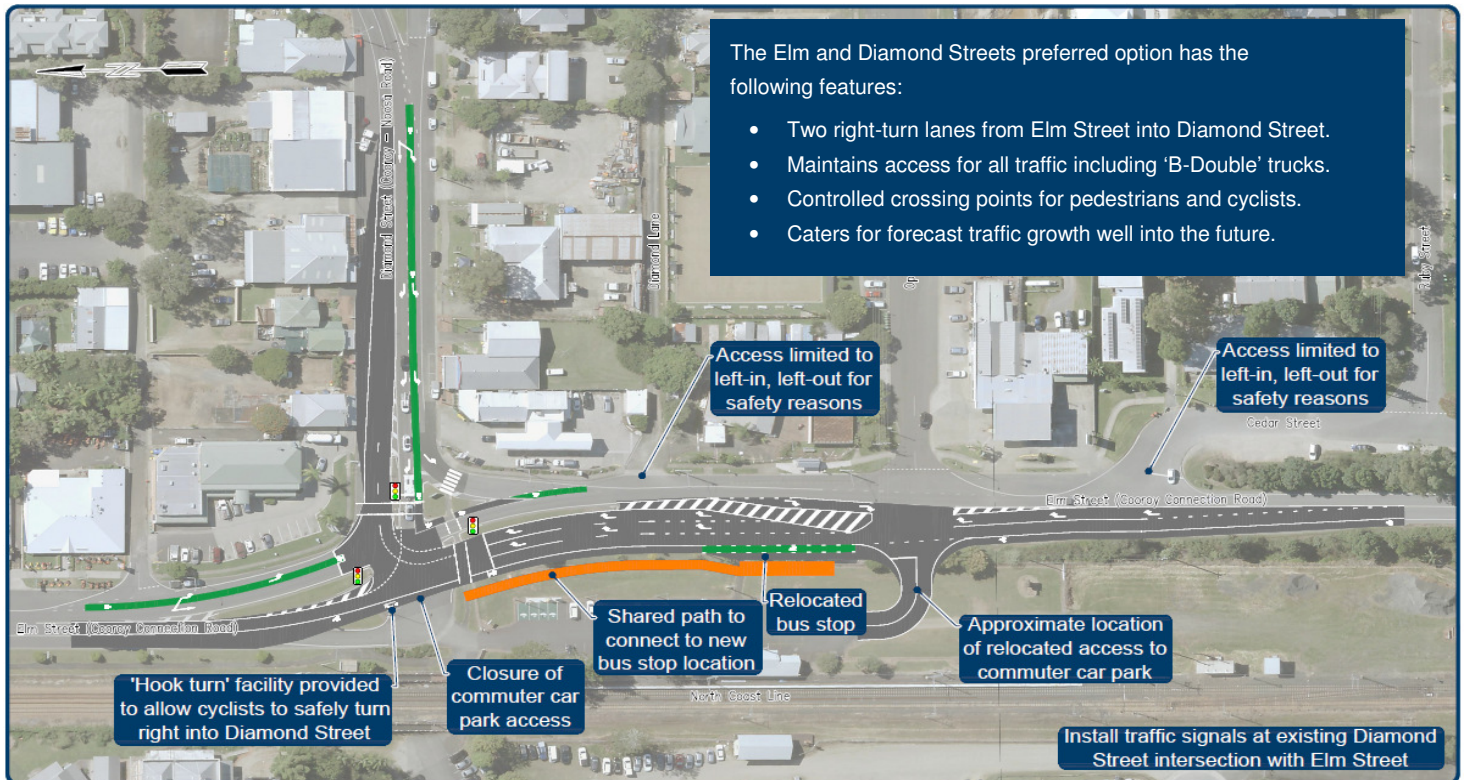
The Department of Transport and Main Roads (TMR) has investigated options to provide cost-effective upgrades to the existing Myall and Elm Streets; and Diamond and Elm Streets intersections in Cooroy.

The options would need to improve safety, reduce congestion, safely cater for pedestrians and cyclists and meet future traffic demands.

TMR's identified preferred option includes installing traffic signals at both intersections to provide safe signalised crossing opportunities for active transport users.

## Benefits of the preferred option include:

- improved safety for all road users
- catering for pedestrians and cyclists
- provides a cost-effective solution
- reduces congestion
- reduces disruption to the community and local business during construction.



## Single or dual-lane roundabouts

Traffic modelling identified that the capacity of single-lane roundabouts would be exceeded in less than 10 years after opening and dual-lane roundabouts would be required at both locations to cater for future growth.

Investigations identified the following:

	Traffic signals	Dual-lane roundabouts
Improve safety	✓	✓
Reduce congestion	✓	✓
Safer for pedestrians and cyclists	✓	✗
Meet future traffic demand	✓	✓
Cost effective	✓	✗
Minimise property impacts	✓	✗
Minimises disruption during construction	✓	✗

Both options would reduce congestion during peak periods, meet future traffic demands and improve safety for most road users. However, dual-lane roundabouts would present significant challenges for two vulnerable road user groups; pedestrians and cyclists. Local residents will be aware of the importance of this for the Elm and Diamond Streets intersection, with the nearby pedestrian rail overpass, train station, bus stops, local shops and nearby state schools.

Traffic signals would allow for signalised pedestrian crossings and result in less conflict points for cyclists.

## Traffic signals and dual-lane roundabout cost comparison

At the intersection of Myall and Elm Streets, due to the close proximity of adjoining properties and the rail overpass bridge, the cost difference is much greater. The cost of a dual-lane roundabout is almost 10 times the cost to signalise the intersection, recognising that a signalised intersection can be constructed with minimal changes to the existing intersection footprint.

The cost of property resumptions, service relocations and large pavement areas required to construct a roundabout results in much higher costs. Initial cost estimates identified that the construction of a dual-lane roundabout at the intersection of Diamond and Elm Streets would be more than twice the cost of constructing traffic signals.

The larger amount of construction work required to build dual-lane roundabouts and the major changes to the existing configuration would result in longer construction times and greater disruption to motorists and local businesses and residents at both intersections.

## Crash data

TMR has investigated the reported crash history for these two intersections from 26 January 2014 to 25 January 2019). Please note these do not include near misses, or incidences that were not reported.

- Myall and Elm Streets intersection had seven reported crashes requiring medical attention.
- Diamond and Elm Streets intersection had three reported crashes requiring medical attention.

## Traffic counts

The 2017 North Coast Traffic and Speed Census identifies the annual average daily traffic (AADT) as vehicles per day (vpd):

	Myall St & Elm St	Diamond St & Elm St
AADT	>3700 vpd	>9300 vpd
Heavy vehicle %	8.6%	8.6%

## Rail bridge crossing

At this stage, there are no plans to upgrade the Elm Street bridge over the rail line.

TMR undertakes regular inspections and maintenance to the steel superstructure and bearings. The next rehabilitation works are scheduled for February 2019.

## Next step

There is currently no funding allocated to complete detailed design or construction of upgrades at either intersection. This work will be considered in the future, after assessment of competing priorities and depending on funding availability.

## Have your say

You are invited to provide your feedback by Monday 18 February 2019, by contacting:

**Phone:** 5451 7055

**Email:** [northcoast@tmr.qld.gov.au](mailto:northcoast@tmr.qld.gov.au)

**Visit:** [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au) (search for 'Cooroy intersection improvements')