

## Planning options released!

Planning options for a potential Kenmore Bypass are ready for public comment and Main Roads is encouraging the community to get involved and provide feedback on the draft options.

The planning options have been developed as part of Stage 2 of the Kenmore Bypass Planning Study.

The Kenmore Bypass Planning Study is investigating how the three-kilometre preserved corridor between Moggill Road at Pullenvale and the Centenary Motorway at Fig Tree Pocket could provide a potential solution to existing congestion and safety issues on Moggill Road through Kenmore.

The bypass corridor has been preserved by the state government since the late 1970s. One of the key principles in developing the options was the

desire to utilise the existing preserved transport corridor where possible.

The planning options have been designed to follow the alignment of the corridor route and primarily focus on how a Kenmore Bypass would connect with the existing road network at either end.

The community feedback Main Roads received in Stage 1 and the results of detailed technical investigations have helped shape the planning options.

There is no funding allocated to build a Kenmore Bypass. Currently there is only funding to undertake the planning study.

## Get involved

Main Roads encourages you to provide comments to the project team about the planning options. Your feedback, together with further technical investigations, will help determine a preferred bypass option that best suits the needs of the community.

### How to have your say:

- » Fill in the feedback form enclosed with this newsletter and post it to the project team
- » Visit the project team at one of the staffed displays (see p.8 for a list of public display dates and locations)
- » Email your feedback to:  
kenmorebypass@mainroads.qld.gov.au
- » Call the community enquiry line on:  
1800 422 638
- » Post: Kenmore Bypass Planning Study  
Department of Main Roads  
Reply Paid 70, Spring Hill Qld 4004  
(no stamp required)
- » Fax: 07 3137 8363



The community comment period for Stage 2 closes on **Friday 12 December, 2008**. Don't miss your chance to provide feedback on the draft planning options.

## The planning study involves a three-staged process:



## See inside for more information on:

- » Draft bypass options p. 2 - 5
- » Your feedback in Stage 1 p. 6
- » Technical investigations outcomes p. 7
- » Public display dates and locations p. 8
- » Where to from here p. 8
- » Feedback form insert

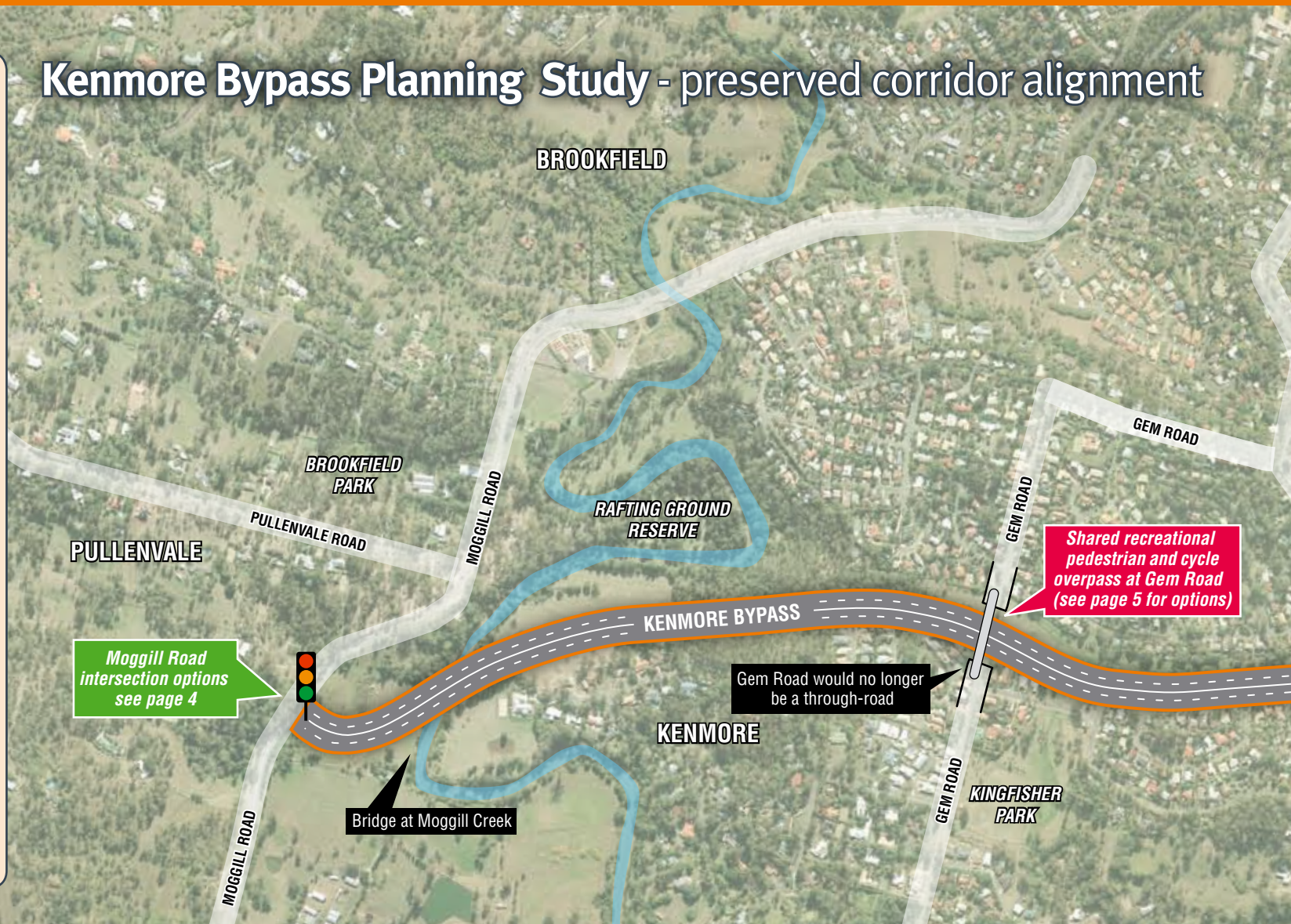
## Fast facts

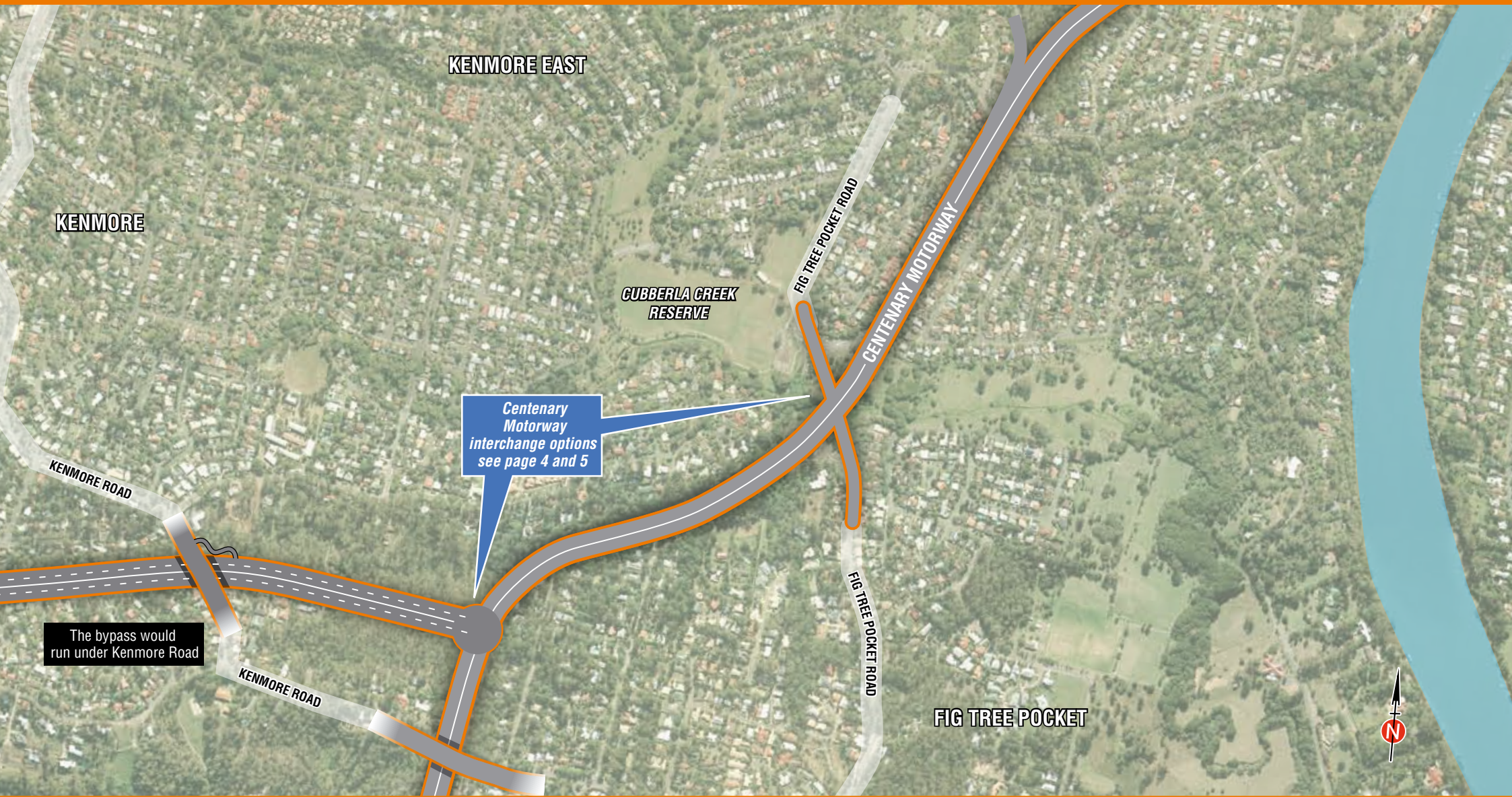
- » The bypass would have a maximum speed of 80km per hour
- » There would be no on or off-ramps along the bypass to ensure smooth and efficient traffic flow and to minimise noise
- » Gem Road would no longer be a through-road
- » The bypass would run under Kenmore Road
- » Options have been developed for a four-lane bypass with two lanes in each direction
- » There is provision for on-road commuter cyclists on the bypass
- » There is provision for recreational off-road overpasses for pedestrians and cyclists at or near Gem Road and Kenmore Road, to allow people to cross the bypass safely
- » A bridge at Moggill Creek would be constructed to Brisbane City Council's Q100 flood immunity.

In developing the planning options, the following assumptions were made:

- » Planning for Centenary Motorway may produce a six through-lane configuration and will consider increased opportunities for public transport
- » The existing tight curve on the Centenary Motorway south of the Fig Tree Pocket interchange will be re-aligned in the future to improve safety and traffic flow
- » Other planning studies would address congestion at the Toowong roundabout.

## Kenmore Bypass Planning Study - preserved corridor alignment





KENMORE EAST

KENMORE

CUBBERLA CREEK RESERVE

FIG TREE POCKET ROAD

CENTENARY MOTORWAY

Centenary Motorway interchange options see page 4 and 5

The bypass would run under Kenmore Road

KENMORE ROAD

FIG TREE POCKET ROAD

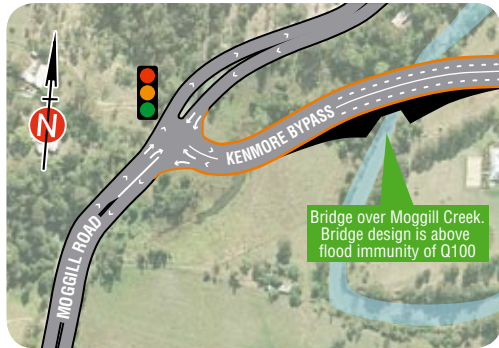
FIG TREE POCKET



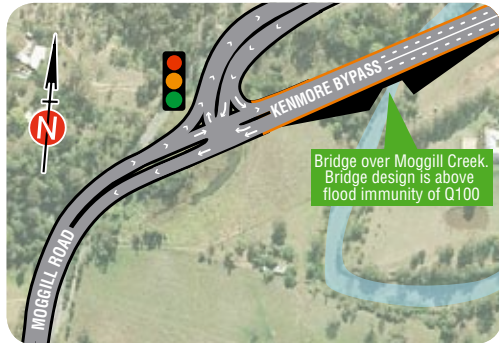
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## Moggill Road intersection options

**Option A:** Signalised T-intersection connecting the bypass to Moggill Road, with traffic movements in all directions.



**Option B:** The bypass would link directly with Moggill Road to the south, with a signalised T-intersection to access Moggill Road to the north.



The preferred option for the Moggill Road intersection will be selected based on further traffic technical investigations.

## Centenary Motorway interchange options

Two options are being considered for the bypass interchange with Centenary Motorway.

Features of both options include:

- » Significantly smaller footprints than the previous options developed, resulting in fewer property impacts
- » Allowance for both northbound and southbound movements from the Kenmore Bypass onto the Centenary Motorway
- » Pedestrian and cycle access to the Centenary Bikeway would be provided

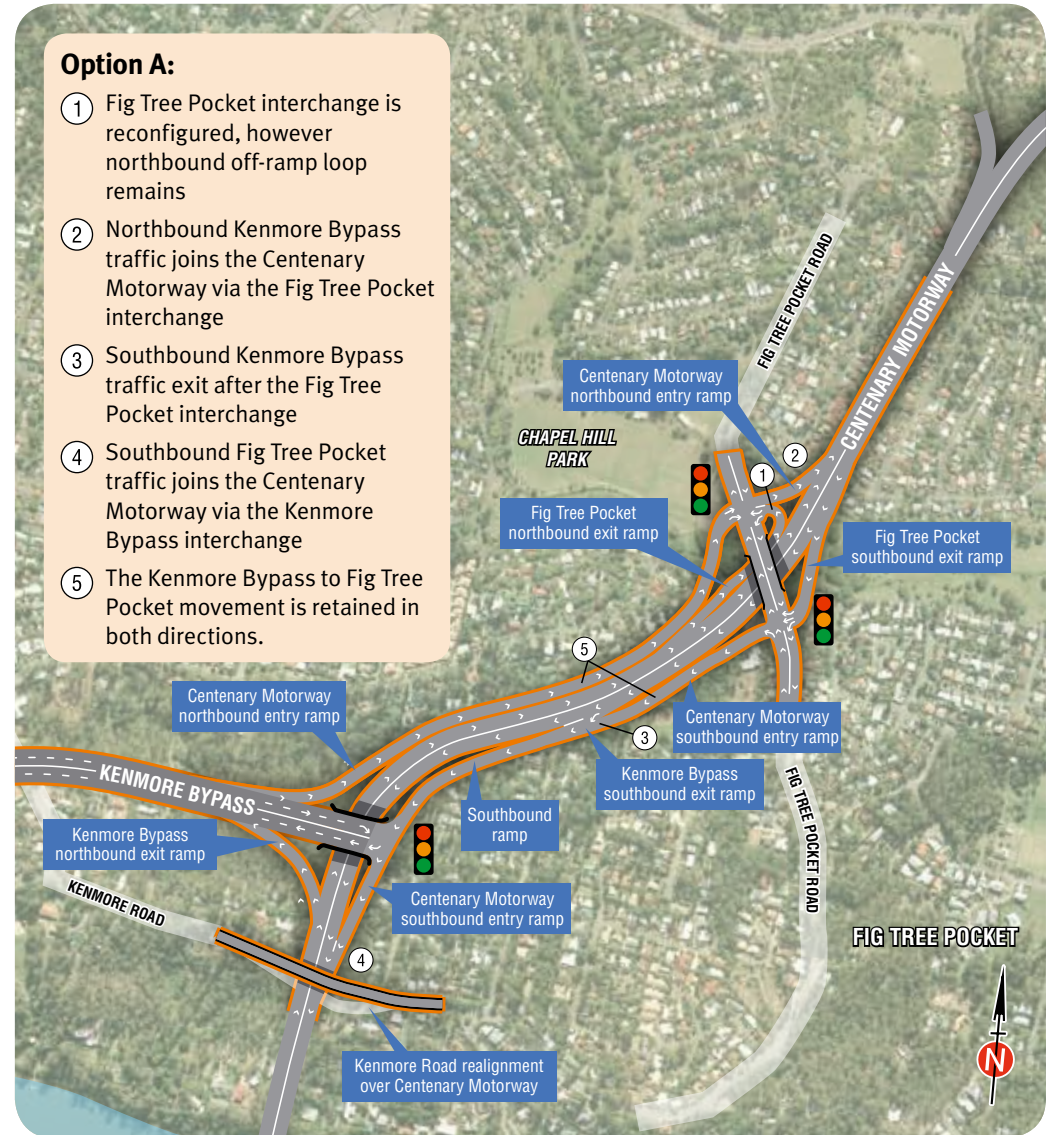
### Key differences

Key differences between the Centenary Motorway options:

- » **Option A** allows for traffic access in both directions between the Kenmore Bypass and Fig Tree Pocket Road
- » **Option B** allows for smoother traffic flow between the Kenmore Bypass and Centenary Motorway by preventing access between the Bypass and Fig Tree Pocket Road.

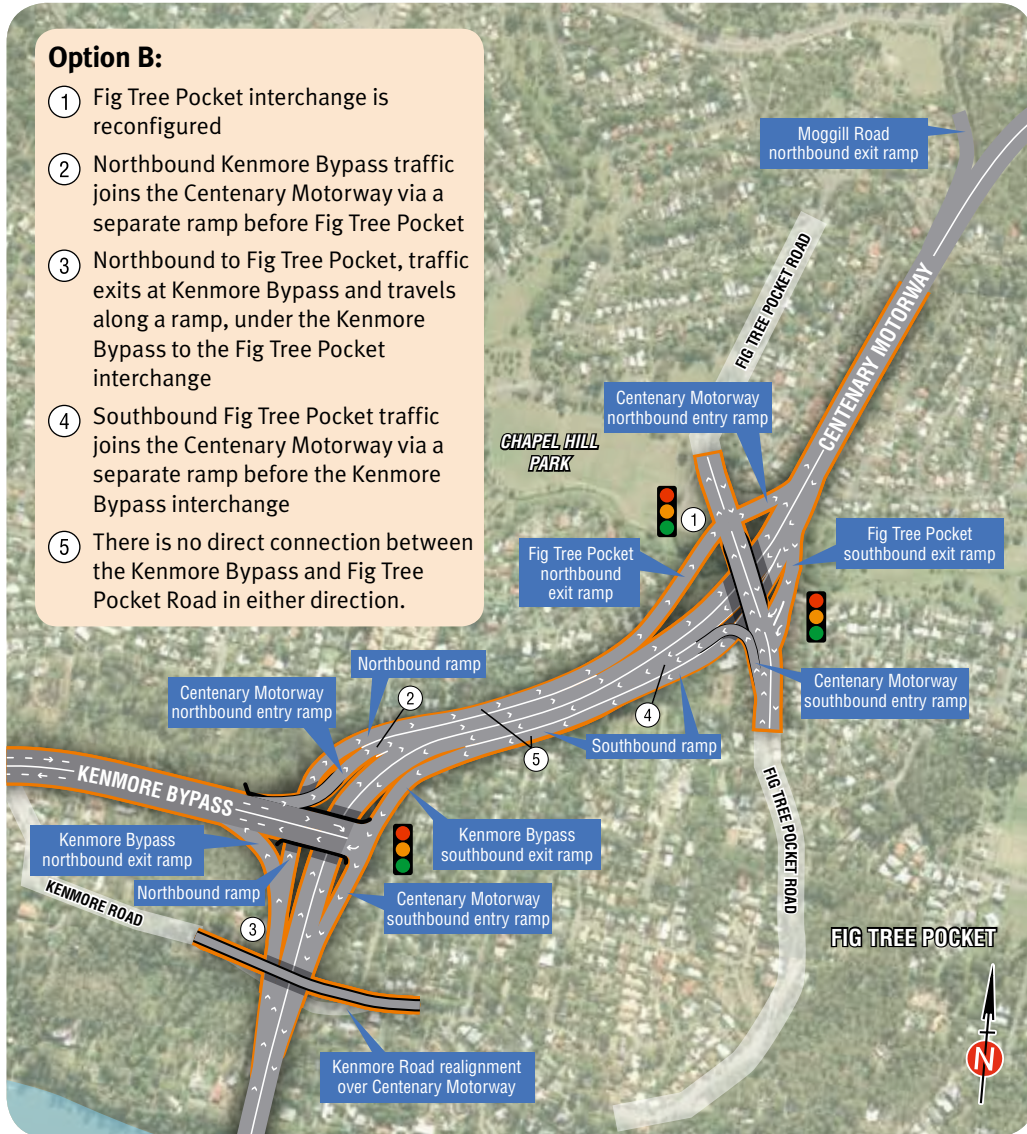
### Option A:

- ① Fig Tree Pocket interchange is reconfigured, however northbound off-ramp loop remains
- ② Northbound Kenmore Bypass traffic joins the Centenary Motorway via the Fig Tree Pocket interchange
- ③ Southbound Kenmore Bypass traffic exit after the Fig Tree Pocket interchange
- ④ Southbound Fig Tree Pocket traffic joins the Centenary Motorway via the Kenmore Bypass interchange
- ⑤ The Kenmore Bypass to Fig Tree Pocket movement is retained in both directions.



**Option B:**

- ① Fig Tree Pocket interchange is reconfigured
- ② Northbound Kenmore Bypass traffic joins the Centenary Motorway via a separate ramp before Fig Tree Pocket
- ③ Northbound to Fig Tree Pocket, traffic exits at Kenmore Bypass and travels along a ramp, under the Kenmore Bypass to the Fig Tree Pocket interchange
- ④ Southbound Fig Tree Pocket traffic joins the Centenary Motorway via a separate ramp before the Kenmore Bypass interchange
- ⑤ There is no direct connection between the Kenmore Bypass and Fig Tree Pocket Road in either direction.

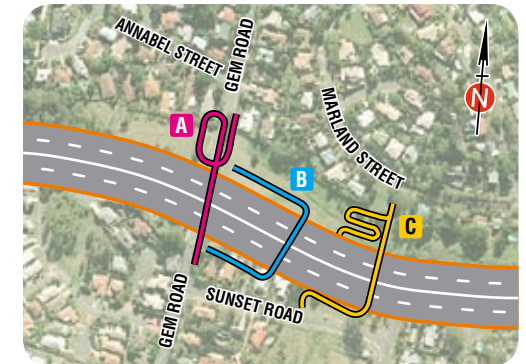


**Gem Road planning**

- » Gem Road will no longer be a through-road
  - » There would be a recreational overpass at or near Gem Road to allow pedestrians and cyclists to cross the bypass
- Main Roads appreciates that by Gem Road no longer being a through-road, there would be access changes in the local area. Traffic studies show there would be a diversion of some local traffic to Sunset Road. The anticipated increase in traffic using Sunset Road is not likely to change the nature of Sunset Road or necessitate upgrades.

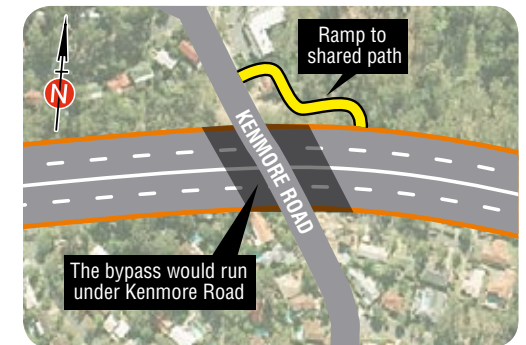
**Pedestrian/cycle overpass options at Gem Road**

- **Option A:** A loop-style overpass would connect the two sides of Gem Road with ramps on the eastern side of Gem Road
- **Option B:** A horseshoe-style overpass would connect the two sides of Gem Road with ramps running from Gem Road to the east, over the bypass and back west towards Gem Road
- **Option C:** A snake-style overpass would run over the bypass to connect Marland Street to Sunset Road.



**Kenmore Road planning**

- » The bypass would run under Kenmore Road, with no on or off-ramps for vehicles
- » The height of Kenmore Road would allow the bypass to easily pass underneath
- » A ramp would connect Kenmore Road to a shared pedestrian and cycle path adjacent to the bypass.



## Your feedback in Stage 1

**Stage 1 of the Kenmore Bypass Planning Study ran from 21 April to 16 June 2008. Main Roads extended the original consultation period by two weeks due to the overwhelming response from the community.**

Main Roads received more than 3,000 submissions from the community. Wherever possible, Main Roads used this feedback to help shape the draft planning options for a potential Kenmore Bypass.

Feedback showed there is significant support for a Kenmore Bypass, as well as considerable opposition.

Those in support of a bypass listed their primary reason as its potential to reduce congestion on Moggill Road through Kenmore during peak times. Those opposed to a Kenmore Bypass said they would like alternative options investigated, such as increased public transport in the western suburbs and a bridge at Bellbowrie.

Some of the alternatives suggested were outside the scope of the Kenmore Bypass Planning Study, but have been recorded and passed onto Queensland Transport for consideration.



In addition to these key issues, the most frequently raised issues included:

- » existing traffic congestion on the Centenary Motorway
- » the potential for a Kenmore Bypass to increase congestion on the Centenary Motorway
- » property resumptions
- » environmental concerns
- » current public transport issues and future public transport opportunities, both as an alternative to, or in addition to a Kenmore Bypass
- » bypass design and safety, including cycle and pedestrian access
- » noise
- » project timing.

## How Stage 1 feedback helped shape the planning options

Issue raised	Informing the planning options
Property acquisitions	» The planning options have been developed to minimise property impacts
Noise	» Noise barriers would be erected as required along the corridor to mitigate noise impacts » The bypass would have no on or off-ramps to help minimise noise
Smooth and efficient traffic flow	» There would be no on or off-ramps along the bypass to encourage smooth and uninterrupted traffic flow » The bypass would have a maximum speed of 80km/h
Cycle and pedestrian access	» Recreational off-road bikeways, pedestrian walkways and overpasses have been included in the planning options » On-road provision for commuter cyclists
Public transport	» Redistributing traffic onto a potential Kenmore Bypass could provide opportunities for public transport improvements on Moggill Road (Queensland Transport is investigating this through the WBNI study)
Flood concerns in Moggill Creek	» The bypass planning options meet Brisbane City Council's Q100 flood levels
Reduce 'rat running'	» There would be no on or off-ramps along the bypass, allowing for a free-flowing road with no opportunity to exit and rat-run through local community streets
Desire to enter and exit bypass from all directions	» All options for both the Moggill Road intersection and Centenary Motorway interchange allow traffic movements in as many directions as possible

# Technical and environmental investigations to date

Main Roads has undertaken a number of technical investigations in and around the proposed bypass corridor. The reports on these investigations will be posted on the Main Roads website as they are finalised.

An Environmental Approvals Report (EAR) will be compiled consisting of all observations and recordings from the investigations. The report will identify potential impacts and propose strategies to mitigate any issues and meet standardised requirements.



<b>Flora and fauna</b>	We have conducted detailed flora and fauna investigations to assess the corridor and determine the presence of rare and threatened plants and animals.
<b>Air quality</b>	We are developing a detailed air quality model to determine the levels of numerous air quality indicators at different periods as a result of building a bypass.
<b>Noise</b>	We have undertaken specific noise monitoring at a number of locations along and adjacent to the bypass alignment to develop a noise model. Mitigation measures will be investigated to ensure the proposed bypass meets the Main Roads Noise Code of Practice.
<b>Soils and geology</b>	We have completed a number of field investigations and desktop assessments to assess the soils and geological structures of the proposed bypass.
<b>Visual impact</b>	We are currently doing an analysis to determine from where and how a bypass would be visible, and what opportunities exist to mitigate those visual impacts.
<b>Water quality</b>	A desktop assessment of the water bodies in the area and their quality has been completed. To ensure that water quality is not compromised, the crossing at Moggill Creek would be a bridge structure to minimise disturbance of the existing environment.
<b>Cultural heritage</b>	Main Roads specialists have assessed both Indigenous and European cultural heritage values associated with the corridor. A Cultural Heritage Management Agreement will be drafted in partnership with relevant stakeholders to identify and manage this heritage.
<b>Hydrology and hydraulics</b>	The proposed alignment traverses the flood plain of Moggill Creek. Modelling is being undertaken to assess the requirements for bridges and structures of the bypass to ensure there would be no significant change to existing water flows in major storm events.
<b>Social assessment, land use and planning</b>	We are assessing the proposed bypass for its compatibility with and relevance to various local and state planning acts and the levels of approval that will be required. We are also doing a socioeconomic assessment to identify and address the community values that will be affected both positively and negatively by the construction of a bypass.

## Public Displays

Consultation with local residents, businesses, community groups and government agencies is a vital part of this study.

You are invited to visit the public displays, staffed by members of the project team, to provide your feedback and find out more about the draft planning options.

### Staffed displays

Venue	Date	Time
<b>Kenmore Village</b> 9 Brookfield Road, Kenmore	Thursday 6 November	4pm – 7pm
	Saturday 8 November	10am – 1pm
<b>Indooroopilly Shopping Centre</b> 322 Moggill Road, Indooroopilly	Thursday 13 November	4pm – 7pm
	Saturday 15 November	10am – 1pm
	Thursday 20 November	4pm – 7pm
	Saturday 22 November	10am – 1pm
<b>Bellbowrie Shopping Centre</b> 34 Birkin Road, Bellbowrie	Thursday 27 November	4pm – 7pm
	Saturday 29 November	10am – 1pm

### Unstaffed displays

<b>Indooroopilly Public Library</b> Level 4, 322 Moggill Road, Indooroopilly	Thursday 6 November – Friday 12 December	9am – 4.30pm
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## Where to from here...

Following the close of the Stage 2 consultation period, Main Roads will conduct further technical and environmental investigations. These investigations, along with the community feedback received in Stage 2, will help to identify a preferred bypass option. The preferred option will be put on display for public comment in Stage 3, in 2009.

At the completion of the planning study, Main Roads will present a business case to the State Government for consideration. The business case will be assessed according to competing priorities. There is currently no funding to build a Kenmore Bypass and no decision to build a Kenmore Bypass has been made.



## For more information

To provide feedback on the planning options or for more information about the study, please contact the project team:

**Email:** [kenmorebypass@mainroads.qld.gov.au](mailto:kenmorebypass@mainroads.qld.gov.au)

**Visit:** [www.mainroads.qld.gov.au](http://www.mainroads.qld.gov.au)

**Phone:** 1800 422 638

**Fax:** 07 3137 8363

**Post:** (no stamp required)

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