How your feedback helped shape the planning options

Since the Kenmore Bypass Planning Study began in April 2008, there has been a high level of community interest and the department has received a significant amount of feedback throughout all study stages.

Feedback was received that was outside the scope of this planning study, however this feedback has been noted and will be considered in future road and transport planning in the area.

Where to from here?

The Kenmore Bypass Planning Study is now complete. The project team has reviewed the results from technical and environmental investigations and community feedback to develop the preferred option.

The planning study has confirmed a Kenmore Bypass as technically and environmentally feasible, and has also identified potential non-roadside noise impacts that need to be considered to help assess any future development applications in the area.

The next step is for the Government to assess the priority and affordability of the project. Currently there is no decision on funding to build a Kenmore Bypass.

Where to from here?

The Department of Transport and Main Roads (DTMR) has identified the preferred planning option for a Kenmore Bypass.

The preferred option is a four-lane road through Kenmore, linking Moggill Road to the Centenary Motorway at Fig Tree Pocket. Gem Road would be closed to through traffic that does not need to access Moggill Road, rather than having to first go through the Fig Tree Pocket interchange. Gem Road would link directly to Moggill Road to travel north, with a signalised T-intersection for those wishing to travel south, with a signalised T-intersection for those wishing to travel north on Moggill Road.

The preferred planning option is now complete and the key outcomes are:

- a preferred bypass option that considered community feedback,
- confirmation that a Kenmore Bypass is technically and environmentally feasible,
- identification of potential future Kenmore Bypass, including road requirements.

The planning study has identified potential land requirements for Kenmore Bypass, which will be used to help assess any future development applications in the area. The Government will also consider the planning and environmental impacts of any projects.

Community Engagement

The department would like to thank the community for their interest and feedback into the planning process, which has been invaluable in shaping the preferred option.

Main Roads – Connecting Queensland

www.transportandmainroads.qld.gov.au
Kenmore Bypass Planning Study

Preferred option
Centenary Motorway interchange – Option B
Gem Road – Option C
Moggill Road intersection – Option B

Preferred option
Gem Road connection
Preferred Option: C
Key features:
- Realignment of Gem Road through Kingfisher Park
- Underpass connects Gem Road more directly to Sunset Road
- Shared pedestrian and cyclist underpass on eastern side of Gem Road
- Intersection upgrades required at:
  - Sunset Road / Twilight Street, and
  - Annabel Street / Gem Road
- Loss of some greenspace on eastern side of Kingfisher Park
- Improved road immunity at Sunset Road

Advantages of Option C:
- Least number of property impacts
- Provides improved conditions for pedestrians, cars and buses by reducing steep grades and improved alignment
- Can be constructed with least disruption to local traffic flow

Moggill Road connection
Preferred Option: B
Key features:
- Development of Gem Road through Kingfisher Park
- Underpass connects Gem Road more directly to Sunset Road
- Shared pedestrian and cyclist underpass on western side of Gem Road
- Intersection upgrades required at:
  - Sunset Road / Twilight Street, and
  - Annabel Street / Gem Road
- Loss of some greenspace on eastern side of Kingfisher Park
- Improved road immunity at Sunset Road

Advantages of Option B:
- More efficient traffic flow
- Encourages traffic to use the bypass

Moggill Road intersection
Preferred Option: B
Key features:
- The bypass will link directly with Moggill Road to the south, with a signalised T-intersection to access Moggill Road to the north

Advantages of Option B:
- More efficient traffic flow
- Encourages traffic to use the bypass

Gem Road connection
Preferred Option: C
Key features:
- Realignment of Gem Road through Kingfisher Park
- Underpass connects Gem Road more directly to Sunset Road
- Shared pedestrian and cyclist underpass on eastern side of Gem Road
- Intersection upgrades required at:
  - Sunset Road / Twilight Street, and
  - Annabel Street / Gem Road
- Loss of some greenspace on eastern side of Kingfisher Park
- Improved road immunity at Sunset Road

Advantages of Option C:
- Least number of property impacts
- Provides improved conditions for pedestrians, cars and buses by reducing steep grades and improved alignment
- Can be constructed with least disruption to local traffic flow

Centenary Motorway interchange
Preferred Option: B
Key features:
- Fig Tree Pocket interchange is completely reconfigured
- There is no direct connection between the Kenmore Bypass and Fig Tree Pocket Road in either direction
- Northbound Kenmore Bypass traffic joins the Centenary Motorway via a separate ramp before Fig Tree Pocket Road
- 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
- Southbound Fig Tree Pocket traffic joins the Centenary Motorway via a separate ramp before the Kenmore Bypass interchange

Advantages of Option B:
- Northbound Kenmore Bypass traffic has direct access to the Centenary Motorway via Fig Tree Pocket
- Provides a connection between Fig Tree Pocket Road and Kenmore Bypass

Gem Road – Option C
Key features:
- Realignment of Gem Road through Kingfisher Park
- Underpass connects Gem Road more directly to Sunset Road
- Shared pedestrian and cyclist underpass on eastern side of Gem Road
- Intersection upgrades required at:
  - Sunset Road / Twilight Street, and
  - Annabel Street / Gem Road
- Loss of some greenspace on eastern side of Kingfisher Park
- Improved road immunity at Sunset Road

Advantages of Option C:
- Least number of property impacts
- Provides improved conditions for pedestrians, cars and buses by reducing steep grades and improved alignment
- Can be constructed with least disruption to local traffic flow

Moggill Road intersection
Preferred Option: B
Key features:
- The bypass will link directly with Moggill Road to the south, with a signalised T-intersection to access Moggill Road to the north

Advantages of Option B:
- More efficient traffic flow
- Encourages traffic to use the bypass

Shared off-road pedestrian/cycle path
Bridge
Traffic light controlled intersection
Cut or filled batters

Preferred option
Centenary Motorway interchange – Option B
Gem Road – Option C
Moggill Road intersection – Option B

(Options were shown in November 2008 Newsletter)