

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.

Wherever possible, the project team used community feedback to help shape the preferred planning option. An overview of how the feedback received helped shape the preferred planning option is provided below.

Issue	Your feedback	How it influenced the options
General		
Maintain smooth traffic flow	<ul style="list-style-type: none"> “Reduced congestion on Moggill Road in peak times is essential” 	<ul style="list-style-type: none"> All options chosen for the bypass were the best in terms of attracting traffic away from Moggill Road
Property requirements	<ul style="list-style-type: none"> “I am concerned about the impact of property resumptions on the local community” 	<ul style="list-style-type: none"> Property requirements have been minimised wherever possible
Noise	<ul style="list-style-type: none"> “Design options should consider issues related to noise” “I’m concerned about the impact of noise on properties adjacent to the bypass” 	<ul style="list-style-type: none"> Noise barriers would be erected along sections of the bypass to mitigate noise impacts
Provision for pedestrians and cyclists	<ul style="list-style-type: none"> “It would be great to upgrade cycle facilities from Kenmore to the Centenary Bikeway” “Both on and off-road cycling facilities are needed to provide for cyclists wanting to access the M5 bikeway in both a north and south direction, but particularly towards the CBD, University of Queensland and Mt Coot-tha - three major attractions for trips by bike.” 	<ul style="list-style-type: none"> A shared off-road pedestrian and cyclist path has been provided along the entire bypass route There is provision for on-road commuter cyclists on the bypass shoulders A connection has been provided between the Kenmore Bypass shared path to the Centenary Bikeway
Flooding	<ul style="list-style-type: none"> “The proposed bypass passes over and along the extensive flood plain of Moggill Creek and would have to cover a large flood area – how will you guarantee that we won’t be flooded by water backing up the creek?” 	<ul style="list-style-type: none"> The bridge over Moggill Creek has been extended in length to accommodate local flooding
Centenary Motorway interchange		
Most people would rather access the Centenary Motorway directly from the Kenmore Bypass, rather than having to first go through the Fig Tree Pocket interchange	<ul style="list-style-type: none"> “Option A will cause significant delays to traffic flow.” 	<ul style="list-style-type: none"> Option B precludes access between the Kenmore Bypass and Fig Tree Pocket interchange, enabling smoother traffic flow
Maintain existing bus stops along Centenary Motorway	<ul style="list-style-type: none"> “It is very important that these stops remain and that existing bus and pedestrian access to them is maintained or improved.” 	<ul style="list-style-type: none"> Option B improves access to bus stops along the Centenary Motorway near the Fig Tree Pocket interchange
Moggill Road intersection		
Most daily travel on Moggill Road is through-traffic that does not need to go through Central Kenmore	<ul style="list-style-type: none"> “Moggill Road traffic needs to be directed away from the shopping precinct and roundabout.” 	<ul style="list-style-type: none"> Option B provides priority to the Kenmore Bypass, encouraging through-traffic to use the bypass instead of Moggill Road
Gem Road		
Maintain local connectivity and public transport	<ul style="list-style-type: none"> “I want to see Gem Road remain as it is for access.” 	<ul style="list-style-type: none"> New options designed to maintain an alternate access route for residents south of the bypass and ensure bus services could continue
Option C was the preferred option from community feedback		<ul style="list-style-type: none"> Option C has been selected



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 is technically and environmentally feasible, and has also identified potential property requirements which will be used 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 or funding to build a Kenmore Bypass.

Information displays

You are invited to visit one of our information displays to find out more about the preferred planning option.

Venue	Date	Time
Staffed displays		
Kenmore Village 9 Brookfield Road, Kenmore	Thursday 22 October	4pm – 7pm
	Saturday 24 October	10am – 1pm
Bellbowrie Shopping Plaza 34 Birkin Road, Bellbowrie	Thursday 29 October	4pm – 7pm
	Saturday 31 October	10am – 1pm
Unstaffed display		
Indooroopilly Public Library Level 4, 322 Moggill Road, Indooroopilly	Monday 12 October – Monday 9 November	9am – 4.30pm

Project timeframe



Preferred planning option released

Planning Study complete

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

The preferred planning option is a four-lane bypass (two lanes in each direction), linking Moggill Road to the Centenary Motorway.

Motorists travelling on the proposed bypass would link directly to Moggill Road to travel south, with a signalled T-intersection for those wishing to travel north on Moggill Road.

The bypass option includes connections to the Centenary Motorway, as well as a reconfiguration of the Centenary Motorway and Fig Tree Pocket interchange. Gem Road would also be reconfigured to pass under the bypass, connecting more directly to Sunset Road.

A shared off-road pedestrian and cyclist path would be provided along the entire bypass route with a connection to the Centenary Bikeway

See inside for more information about the preferred planning option, including a map.

While it is necessary to plan for and manage growth in the Western Corridor, it is important to note there is currently no decision or funding to construct a Kenmore Bypass.

Background

The Kenmore Bypass Planning Study was undertaken to investigate whether the three-kilometre preserved corridor between Moggill Road at Pullenvale and the Centenary Motorway at Fig Tree Pocket could provide a solution to congestion on Moggill Road through Kenmore.

The Kenmore Bypass corridor has been preserved by the State Government since the late 1970s.

The Kenmore Bypass Planning Study 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
- › footprint identified for a potential future Kenmore Bypass, including property requirements.

The planning study has identified potential land requirements for a Kenmore Bypass which will be used to help assess any future development applications in the area. The government will now assess the priority and affordability of the project.

Community Engagement

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

Community input is an important part of any planning process. DTMR also acknowledges and appreciates the community’s patience throughout the planning study. Please see page 5 to see how your feedback helped shape the preferred option.



More information

Visit the project team at one of the staffed displays (see p. 6 for a list of information display dates and locations)

- › Email: kenmorebypass@mainroads.qld.gov.au
- › Call the community enquiry line: 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

See inside for more information on:

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Preferred option

Centenary Motorway interchange – Option B

Gem Road – Option C

Moggill Road intersection – Option B

(Options were shown in November 2008 Newsletter)

LEGEND

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

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 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 flood immunity on 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 would 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

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
- › 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 on to the Centenary Motorway (does not have to go through the Fig Tree Pocket interchange)
- › Eliminates weaving between Fig Tree Pocket traffic and Kenmore Bypass traffic on both sides of the Centenary Motorway
- › Provides a connection between Centenary Motorway and Kenmore Bypass with reduced stopping points.

