

16 June 2008

Kenmore Bypass Study
Department of Main Roads
Reply Paid 70
SPRING HILL, Qld 4004

Dear Sir/Madam,

Re. RACQ's Comments on the Kenmore Bypass Study

The RACQ welcomes the opportunity to comment on the Kenmore Bypass Planning Study. Our comments are based on the information gathered from the Kenmore Bypass Planning Study, Newsletter 1, April 2008 and the meeting between RACQ and the Kenmore Bypass project team on 12 June 2008.

1.0 Background

The RACQ's 2004 and 2007 Travel Time Survey reveals that Moggill Road is one of the poorest performing traffic corridors into the city with a particularly poor section inbound in the morning peak from Marshall Lane to Burbong Street.

In 2007, this section represented 13.1% of the total inbound distance yet accounted for 32.5% of the total travel time with an average speed of less than 11 km/h. The section from Chapel Hill Road to Centenary Motorway northbound off-ramp recorded an average speed of just 7 km/h.

While minor traffic improvements have been made along Moggill Road over the years, growth in travel demand has far outweighed these changes. The RACQ is also aware that the areas west of Kenmore are expected to be high population growth areas in the future.

The Kenmore Bypass presents an important opportunity to provide a high standard, safe and free-flowing corridor that redirects through traffic without a Kenmore destination around the communities of Kenmore and Chapel Hill.

The RACQ therefore supports in principle the proposal of a dedicated Kenmore Bypass using the preserved transport corridor from Moggill Road to the Centenary Motorway, subject to its satisfying a comprehensive analysis of traffic and transport needs for the area.

2.0 Considerations

The RACQ understands that none of the six original planning options identified in the Kenmore Bypass Feasibility Study for a connection at Moggill Road and Centenary

Motorway have been investigated in any great detail as yet; however, the Club has some general comments and observations we believe should be considered when developing these planning options.

2.1 Bypass Road and Connections

The RACQ is not in favour of any staged construction utilising the existing traffic network, e.g., Fig Tree Pocket Road exit ramp and overpass.

The Club believes a full four-lane upgrade, including connections that offer free-flowing access to and from the bypass road, i.e., flyovers and grade separated entry and exit ramps, should be provided upon opening of the bypass road.

2.2 Moggill Road

The Club requests that information be supplied on the ultimate lane allocation/plan for the section of Moggill Road between Pullenvale Road and Centenary Motorway if the Kenmore Bypass is constructed, e.g., any lane re-allocation for high occupancy/transit lane facilities, etc.

The bypass (if built) must not be considered as the definitive solution to congestion problems along Moggill Road, nor should the extra bypass lane/s be considered to justify a reallocation of Moggill Road lanes to high occupancy/transit lanes.

2.3 Access Points

Currently the southbound entry ramps to the Centenary Motorway are located off Moggill Road and Fig Tree Pocket Road. Motorists in Kenmore and Kenmore Hills can access these ramps by using either the Kenmore Road / Fig Tree Pocket Road route, or Moggill Road / Fig Tree Pocket Road route.

Motorists from these suburbs using the Moggill Road route to access the southbound entry ramp to the Centenary Motorway are unnecessarily adding to the inbound Moggill Road congestion.

Newsletter 1 does not show any connections from existing roads to the Kenmore Bypass at any intermediate points along its length.

The Club questions whether consideration has been given to providing any intermediate connections. An interchange consisting of an eastbound entry and exit ramp and a westbound exit ramp at Kenmore Road would be an advantage for this project.

For example, an eastbound entry ramp from Kenmore Road would offer a less circuitous and more appropriate access to the southbound Centenary Motorway entry ramp than at present, without the need to travel along Moggill Road.

The Club therefore requests that an interchange be considered and investigated when developing the planning options.

2.4 Vertical Alignment

Newsletter 1 mentions that the cost of the project will be high due to land acquisitions and terrain. The RACQ is unsure if any section of the Kenmore Bypass is proposed to require cuttings or to be elevated above ground level.

The Club requests that this information be provided when the planning options are released for comment.

The RACQ will be monitoring the progress of this project with interest, and we would be happy to discuss this submission with you further if required. For this purpose you can contact me on the details below.

Yours faithfully,

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