

# Project introduction



Dedicated to a better Brisbane

February 2024

## LOCAL ACCESS NETWORK IMPROVEMENTS

### Kadumba Street at Kingsley Parade

#### Project overview

Brisbane City Council is planning safety and access improvements at the intersection of **Kadumba Street and Kingsley Parade in Yeronga**.

These improvements are part of our Local Access Network Improvements program, which focuses on important upgrades to ensure our suburbs are safe and accessible for all road users, particularly pedestrians.

#### Why are we doing this?

These improvements will address a lack in visibility and safety for pedestrians at the intersection.

On the advice from our technical team, we have ensured our design is the most appropriate solution for the intersection and balances the needs of the community.

#### What does this project involve?

Improvements for the intersection of Kadumba Street and Kingsley Parade will involve:

- installing pedestrian crossing points on both legs of Kingsley Parade at the intersection with Kadumba Street
- installing a pedestrian crossing point on Kadumba Street, between Feez Street and Kingsley Parade
- upgrading road line marking around the new crossing points
- installing no stopping lines at the intersection
- upgrading kerb ramp and sections of footpath to meet current standards
- minor turfing improvements.

Please see the project plan on the back page for more details on the specific improvements.

#### Project benefits

This project aims to **improve safety and accessibility** for all road users by:

- providing dedicated crossing points at three legs of the intersection
- improving sightlines for all road users
- encouraging slower and safer vehicle movements.

#### Other considered improvements

We understand the local community may have other suggested improvements for the area. Our project team have carefully considered a range of factors to ensure this project addresses a need at the intersection to improve safety, access and visibility.

Council appreciates the feedback and concerns of all residents and records all feedback for future planning in the area and assessed against city-wide priorities.

#### Next steps

We are committed to keeping the community informed and will provide more information before construction starts.

#### Contact us

To find out more:



1800 669 416 (business hours)

3403 8888 (24 hours)



cityprojects@brisbane.qld.gov.au

21 / 5 / 2024

Tabled by: CR. WINES

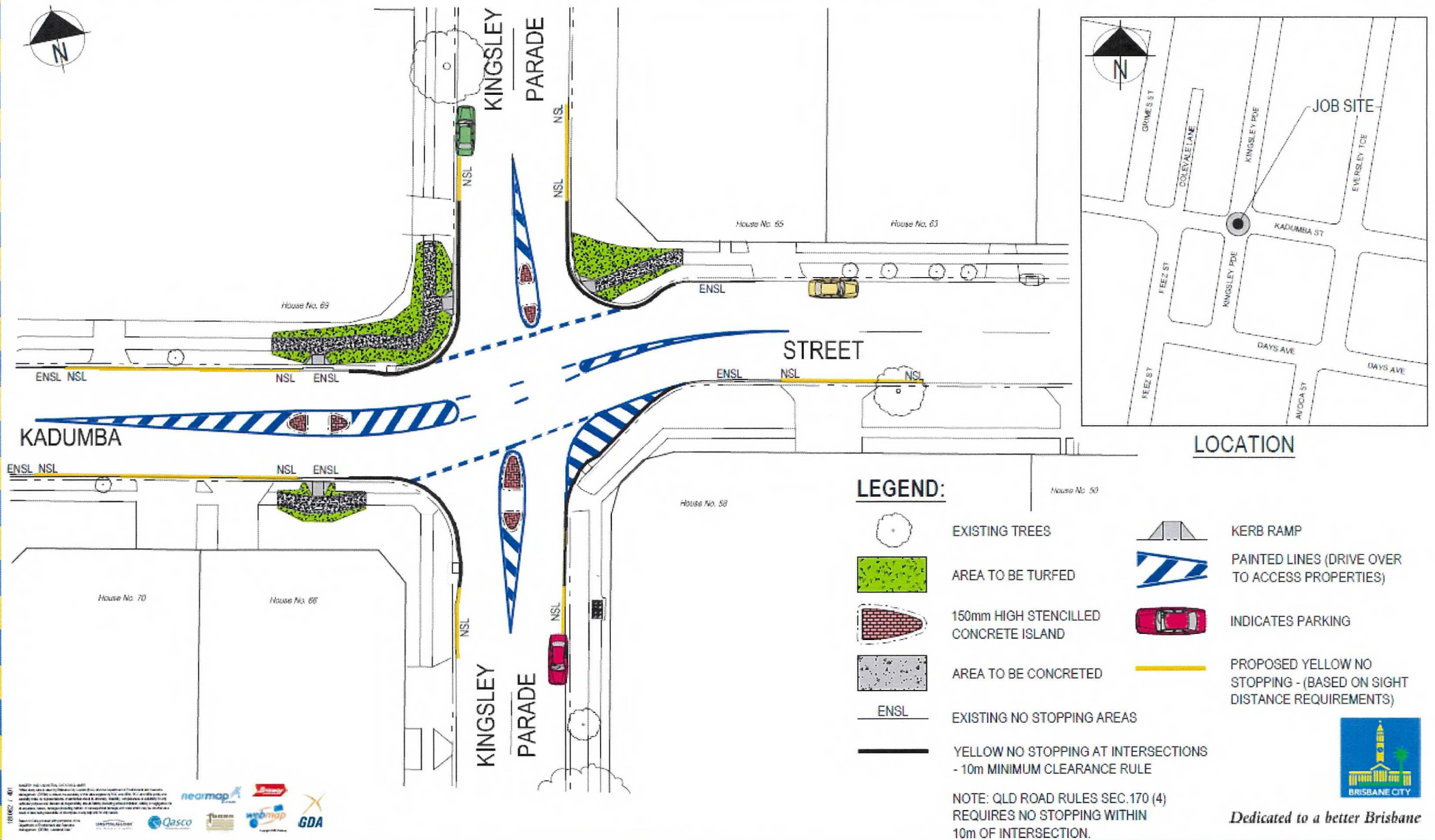
*Henan Wang*

Chairperson of Council

Tabled and presented to Council  
4735  
Meeting held on:

# INTERSECTION IMPROVEMENTS

## KADUMBA STREET AT KINGSLEY PARADE - YERONGA



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# Councillor information sheet

## Speed Limit Review



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Brisbane City Council receives regular requests to review speed limits on roads. This information sheet provides an overview of the process used for speed limit reviews (SLRs).

An SLR is considered a professional engineering service under the Professional Engineers Act 2002, which can only be undertaken by a Registered Professional Engineer of Queensland (RPEQ).

The process for an SLR is detailed in Part 4 of the *Queensland Manual of Uniform Traffic Control Devices (MUTCD)* as an eight-step staged technical review.

### Step 1

Council undertakes SLRs when there is an identified need. Reasons to undertake an SLR can include the following:

- Traffic behaviour / land use
- Significant safety issue/Crashes
- Road upgrades

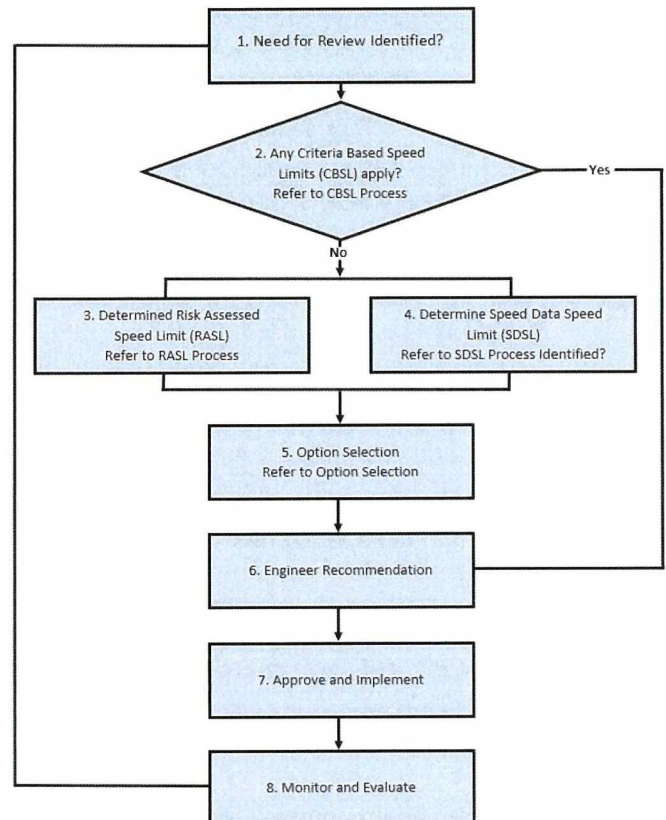
Where a formal SLR may not be required:


- Traffic volumes and speeds are consistent with road classification, and
- Limited crash history, and
- No notable changes to road network or adjacent land use, or
- Local and neighbourhood roads with existing 50km/h speed limits.

### Step 2

Criteria Based Speed Limits (CBSL) are speed limits that can be applied to roads with a particular design or function. These include:

- **Shared zones**
  - Where pedestrian movement predominates
  - Road is not used as a through route
  - It is desired to establish the priority of pedestrian movement
  - Installed in commercial or shopping areas.
- **Car parks**
  - 10km/h or 20km/h speed limits typically apply.
- **Local access streets**
  - 50km/h speed limits typically apply.
- **High Active Transport User Areas (HATUA)**
  - Areas that encourage social activity and are considered to have a significant value to the community by being a 'place' for people to gather
  - Significant number of pedestrians travelling adjacent the road corridor for key periods of the day
  - High demand for pedestrians to cross the road corridor for key periods of the day
  - Significant number of cyclists that travel along the road corridor during key periods of the day.





If a given criteria is met, a recommendation for a speed limit can be made immediately. If no CBSL is applicable, risk assessed, and speed data speed limits must be considered.

### Step 3,4,5

The Risk Assessed Speed Limit (RASL) considers the following:

- Crash risk. A measure of crashes that have occurred, determined by reported crash history based on frequency and severity.
- Infrastructure risk. A measure of the expected risk associated with the road infrastructure based on road lane arrangement, alignment, lane and shoulder width, roadside hazard risk, adjacent land use, intersection and access frequency.
- Environment context based on road class and functionality, such as Urban, Rural, local access, arterial; DTMR's road hierarchy.

A suitable risk assessed speed limit is adopted based on a computed risk metric with reference to the combination of above. The Speed Data Speed Limit (SDSL) is based on existing speed data to determine what motorists perceive as reasonable travel speed. The recommended speed limit is the lower of the RASL and SDSL.

### Step 6

The SLR process recommends a speed limit based on the CBSL or RASL and SDSL. Engineering judgement is required to consider whether the recommendation is suitable. Considerations may include:

- adjacent speed limits
- length of speed zones
- route consistency
- road infrastructure elements not identified in the SLR process, i.e. presence of on-road bicycle lanes
- specific safety risks not fully accounted for in the SLR process i.e. crests, dips, visual obstructions.

### Step 7

SLRs must be submitted to the Speed Management Committee (SMC) for endorsement. SMC includes representatives from:

- Council
- Department of Transport and Main Roads (DTMR)
- Queensland Police Service.

Once endorsed, a change to speed limits can proceed to implementation. If consensus cannot be achieved, SLR can be referred to Speed Limit Review Panel (SLRP) for further review, which is comprised of senior Department of Transport and Main Roads (TMR) representatives.

### Step 8

Speed limits should be monitored on a regular basis, to identify changes in:

- traffic conditions
- speed environment
- land uses
- crash rates.

When speed limits are modified, the outcome should be monitored to ensure compliance.

### More information

For more information visit [brisbane.qld.gov.au](http://brisbane.qld.gov.au) or phone Council on (07) 3403 8888.

**Submitted by Councillor Nicole Johnston (from meeting on 17 October 2023)**

**Q1.** Please advise the location, number and status of Speed Limit Reviews undertaken by Council including the outcomes in the following table.

	Location/Address	Status (eg complete, ongoing)	Outcome (eg no change, speed reduction from 60km – 50km)
2023			
2022			
2021			

**A1.**

<b>Year</b>	<b>Location/Address</b>		<b>Status (eg complete, ongoing)</b>	<b>Outcome (eg no change, speed reduction from 60km – 50km)</b>
2023	Macrossan Avenue/Russell Avenue	Norman Park	Ongoing	
2023	Herston Road	Herston	Ongoing	
2023	Gailey Road	Taringa/St Lucia	Ongoing	
2023	Lambert Road	Indooroopilly	Ongoing	
2023	Brisbane Corso	Yeronga	Ongoing	
2023	Gladstone Road	Highgate Hill	Ongoing	
2023	Honour Ave	Graceville	Ongoing	
2023	Indooroopilly Road	Indooroopilly	Ongoing	
2023	Kenmore Rd/Fig Tree Pocket Rd	Kenmore	Ongoing	
2023	Wilston Road	Wilston	Ongoing	
2023	Johnston Road	Forest Lake	Ongoing	
2023	Mt Coot-tha Rd	Mt Coot-tha	Ongoing	
2023	Kent Street	Dutton Park	Complete	50-10
2023	Alden Street	Fortitude Valley	Complete	50-10
2023	Miskin Street	Toowong	Complete	60-50
2023	Windsor Road	Red Hill	Complete	60-50
2023	Nathan Road/Daw Road	Runcorn	Complete	60-40 (partial)
2023	Rochedale Road / Priestdale Road	Rochedale	Complete	40 school zone
2023	McLennan Street	Albion/Lutwyche	Complete	60-50
2023	Wynnum Esplanade	Wynnum	Complete	50-40
2023	Boundary Rd	Camp Hill	Complete	70-60
2023	Waterworks Road SZ	The Gap	Complete	40 school zone
2022	Wadeville Street	Heathwood	Complete	70-60
2022	Englefield Road	Oxley	Complete	60-50
2022	Sherwood Road	Sherwood	Complete	50-40
2022	Sherwood Road	Sherwood	Complete	60-50
2022	Leicester Street	Camp Hill	Complete	50-40
2022	Martha Street	Camp Hill	Complete	50-40
2022	Newman Avenue	Camp Hill	Complete	50-40
2022	Macrossan Avenue/Russell Avenue	Norman Park	Complete	No Change
2022	Desgrand Street	Archerfield	Complete	50-40
2022	Epala Street	Carina	Complete	60-50
2022	Chalk Street	Lutwyche	Complete	60-50
2022	Newstead Gasworks Precinct (VRUP)	Newstead	Complete	Various reductions within the precinct
2022	South Brisbane Hospitals Precinct (VRUP)	South Brisbane	Complete	Various reductions within the precinct
2022	Old Cleveland Road	Coorparoo	Complete	60-50
2022	Hawthorne Road	Hawthorne	Complete	40 (partial)

<i>Year</i>	<i>Location/Address</i>		<i>Status (eg complete, ongoing)</i>	<i>Outcome (eg no change, speed reduction from 60km – 50km)</i>
2022	<i>Ipswich Road</i>	<i>Annerley</i>	<i>Complete</i>	<i>60-50</i>
2022	<i>Moggill Road/Morrow Street/Walker Street</i>	<i>Taringa</i>	<i>Complete</i>	<i>40 (partial)</i>
2022	<i>James Street</i>	<i>Fortitude Valley</i>	<i>Complete</i>	<i>50-40</i>
2022	<i>Jesmond Road</i>	<i>Indooroopilly/Fig Tree Pocket</i>	<i>Complete</i>	<i>50 (partial)</i>
2022	<i>Park Road</i>	<i>Milton</i>	<i>Complete</i>	<i>50-40</i>
2022	<i>Main Street</i>	<i>Kangaroo Point</i>	<i>Complete</i>	<i>50-40</i>
2022	<i>Brookfield Road School Zone</i>	<i>Brookfield</i>	<i>Complete</i>	<i>40 school zone</i>
2022	<i>Allpass Parade</i>	<i>Shorncliffe</i>	<i>Complete</i>	<i>50-40</i>
2022	<i>Melton Road</i>	<i>Nundah, Northgate</i>	<i>Complete</i>	<i>60-50</i>
2022	<i>Curragundi Road</i>	<i>Jindalee</i>	<i>Complete</i>	<i>40 school zone</i>
2022	<i>Northgate Road</i>	<i>Northgate</i>	<i>Complete</i>	<i>60-50</i>
2022	<i>Gladstone Road</i>	<i>Highgate Hill</i>	<i>Complete</i>	<i>60-50</i>
2021	<i>Beaudesert Road</i>	<i>Moorooka</i>	<i>Complete</i>	<i>70-60</i>
2021	<i>Paris Street, Turin Street, Bond Street, Exeter Street, Cambridge Street, Princhester Street, Thomas Street, Corbett Street</i>	<i>West End</i>	<i>Complete</i>	<i>50-40</i>
2021	<i>Tarlina Lane</i>	<i>Coorparoo</i>	<i>Complete</i>	<i>50-10</i>
2021	<i>Ridge Street</i>	<i>Greenslopes</i>	<i>Complete</i>	<i>No Change</i>
2021	<i>Sylvan Road</i>	<i>Toowong</i>	<i>Complete</i>	<i>60-50</i>
2021	<i>Fleming Road</i>	<i>Chapel Hill</i>	<i>Complete</i>	<i>60-50 (partial)</i>
2021	<i>King Arthur Terrace</i>	<i>Tennyson</i>	<i>Complete</i>	<i>No Change</i>
2021	<i>King Arthur Terrace</i>	<i>Yeerongpilly</i>	<i>Complete</i>	<i>No Change</i>
2021	<i>King Arthur Terrace</i>	<i>Tennyson</i>	<i>Complete</i>	<i>No Change</i>
2021	<i>Venner Road</i>	<i>Annerley</i>	<i>Complete</i>	<i>No Change</i>
2021	<i>Main Avenue</i>	<i>Wavell Heights</i>	<i>Complete</i>	<i>60-50</i>
2021	<i>Mount Gravatt Outlook Drive</i>	<i>Mount Gravatt</i>	<i>Complete</i>	<i>50-40</i>
2021	<i>Mildmay Street</i>	<i>Fairfield</i>	<i>Complete</i>	<i>50-40</i>
2021	<i>Elliott Road/Blinzinger Road</i>	<i>Banyo</i>	<i>Complete</i>	<i>60-50</i>
2021	<i>Lytton Road</i>	<i>Murarrie</i>	<i>Complete</i>	<i>70-60</i>
2021	<i>Logan Road</i>	<i>Mount Gravatt</i>	<i>Complete</i>	<i>60-50</i>
2021	<i>Gympie Service Road</i>	<i>Aspley</i>	<i>Complete</i>	<i>50-40</i>
2021	<i>Cansdale Street</i>	<i>Yeronga</i>	<i>Complete</i>	<i>60-50</i>
2021	<i>Hyde Road</i>	<i>Yeronga</i>	<i>Complete</i>	<i>60-50</i>