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Mr Michael Berkman
Member for Maiwar
PO Box 423
INDOOROPILLY CENTRE QLD 4068

Dear Mr Berkman *Michael*

Thank you for your letter of 22 August 2019 raising several pedestrian and public transport matters in Fig Tree Pocket on behalf of your constituents.

Council undertook investigation works in the 2018/19 financial year to inform options for a potential future upgrade of the Fig Tree Pocket Road and Kenmore Road intersection. I am advised that these investigations have been completed.

The development of those options to an upgrade is considered for future funding through the annual Budget process and, as you are aware, Council has to prioritise expenditure on behalf of ratepayers on a citywide basis. This is to ensure infrastructure is provided in a coordinated, efficient manner across 26 wards that make up our growing city.

With regard to your request for a 40km/h speed limit on Fig Tree Pocket and Kenmore Roads, Council officers evaluate requests for speed limit changes based on the guidelines outlined within the Queensland Government's *Manual of Uniform Traffic Control Devices* (MUTCD). Roads identified as potentially suitable for reviewed speed limits are then subject to a formal speed limit review process, which considers the road's function, recorded traffic speeds and volumes, environmental characteristics and crash data.

Where the review supports a change to the posted speed, the proposal is required by Queensland Government legislation to be presented to the Speed Limit Review Committee for a decision, which includes representatives from the Queensland Police Service (QPS) and the Department of Transport and Main Roads.

Both Fig Tree Pocket and Kenmore Roads function as higher order roads in Council's road hierarchy, and facilitate the movement of both people and goods through the local area as well as provide property access. Additionally, I am advised that there are six Council bus services operating on this corridor.

Council officers have also reviewed the latest available data from the Queensland Government's crash database for the past five years. Since February 2014, there have been three reported crashes at the intersection of Kenmore and Fig Tree Pocket Roads, and one reported crash at the intersection of Kenmore Road and Pylara Street. All crashes I am advised were the result of poor driver behaviour.

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Taking this into account, Council officers have advised that a reduction of speed to a 40km/h speed limit would inherently impact the traffic-carrying function in the local traffic network and do not support a reduction at this time.

In regard to the footpath along Jesmond Road, I can advise that in the 2019/20 financial year, \$14.6 million has been distributed evenly between each Ward to build new footpaths and make local park improvements. The local Councillor plays a role in determining which new footpath projects are funded from their Suburban Enhancement Fund, following consultation with adjacent property owners.

Your request for a footpath from 251 Jesmond Road to Cubberla Street has been referred to Councillor James Mackay, Councillor for Walter Taylor Ward, for his consideration.

With regard to the piped stormwater culvert crossing at 346 Jesmond Road, I am advised that the verge at this pipe crossing narrows to less than 1 metre. Council's Asset Services will extend the piped stormwater crossing to the east by approximately 4 metres to allow a useable flat verge for pedestrian access, and this work will be completed prior to the end of June 2020.

I note your comments that the residents of Fig Tree Pocket would benefit from route 445 service having extended operating hours. As you are aware, Council operates its bus services under contract with TransLink, a division of the Queensland Government's Department of Transport and Main Roads. While Council works in conjunction with TransLink to ensure Brisbane has a reliable and accessible public transport network, TransLink has overall responsibility for the public transport network in South East Queensland, including fares, bus routes, bus timetables, customer feedback and the provision of funding for growth services.

Given that TransLink is responsible for funding additional services and new service requests, I have forwarded your feedback to Mr Matt Longland, Deputy Director General of TransLink, for consideration and asked that he respond to you directly.

I trust my response is of assistance.

Yours sincerely



Adrian Schrunner
LORD MAYOR

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