

Shafston Avenue Bikeway



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Traffic changes and local access

August 2026

We've carefully considered planned traffic changes for this project and want to share more information about how you can continue to safely move in and out of the peninsula.

Traffic modelling, traffic counts and technical assessments were undertaken to understand how the proposed changes may affect the road network, local access, public transport, freight movements and future growth.

While some drivers may need to use a different route, modelling indicates the road network can continue to operate effectively, with only minor changes to peak-period traffic conditions. Signal timing will be adjusted where needed to support the new arrangements and keep people moving. Access to homes, businesses, schools, services and public transport will be maintained.

The changes at each intersection are outlined below.

Location	Traffic change	What this does
Cairns Street	Left turns remain available into and out of Cairns Street and Shafston Avenue, but will be controlled by traffic signals instead of slip lanes.	Maintains left-turn access for people driving while creating a safer, signal-protected crossing for people walking and riding. This approach aligns with current Transport and Main Roads guidance, which generally seeks to avoid left-turn slip lanes in urban areas because they can increase vehicle speeds and create conflicts.
Deakin Street	Intersection will be reconfigured as a T-intersection, with drivers on Deakin Street giving way to traffic on Cairns Street.	All turning movements remain available for drivers, but the new configuration helps prevent traffic queues extending back towards the new signalised intersection. Without this change, queues from the existing right-turn lane into Cairns Street could affect the operation of the intersection.
O'Connell Street	Left turn from Shafston Avenue into O'Connell Street removed, with local access maintained nearby via Cairns Street or Thorn Street.	Removing this turn supports a continuous bikeway connection and improves safety for people walking and riding. This movement carries low traffic volumes, with fewer than 15 vehicles per hour during peak periods. To achieve the project aims while retaining this turn movement an additional traffic lane would be required and there is insufficient space within the road corridor for this provision.
Wellington Road	Left turn from Shafston Avenue into Wellington Road removed, with local access maintained nearby via Thorn Street or Park Avenue.	Removing this turn supports a continuous bikeway connection and improves safety for people walking and riding. This movement carries around 5 vehicles per hour in the morning peak to 35 vehicles per hour in afternoon peak. To achieve the project aims while retaining this turn movement, vehicles would need to wait longer at the signals, requiring a longer turning lane and additional road space which is unavailable.
Castlebar Street, Thorn Street and Park Avenue	New raised priority crossings, no change to turning movements.	These intersections have no changes to existing turning movements. Raised priority crossings will improve safety and visibility, reduce vehicle speeds on side streets, and provide a smoother, more accessible connection along the bikeway and footpath, while maintaining local access. Left turning pockets have also been proposed into Thorn and Park streets to improve safety and reduce queuing on Shafston Avenue.

How did we assess the impact?

The preliminary design has been carefully considered and developed through a complex design process over the last 18 months, involving traffic and civil engineers, transport planners, road safety specialists, urban designers and other technical experts.

This included undertaking traffic counts, traffic modelling, site inspections, engineering investigations and technical assessments, which considered:

- existing on-ground traffic conditions
- future population growth and development.
- known projects, including the development on Ferry Street
- surrounding local streets and the wider road network
- public transport, freight, deliveries and service vehicles
- local access requirements.

Traffic modelling was used to understand how the proposed changes would operate now and into the future as Kangaroo Point and Brisbane continue to grow.

The preliminary design reflects a balance between safety for all road users, traffic operations, network performance, and future growth and development in the area.

What did our assessments show?

Overall, the project supports safer intersections while maintaining broadly similar network performance and avoiding material impacts on key through movements. The modelling shows some changes to traffic volumes and wait times as drivers use alternative routes, particularly during peak periods. Outside of peak times, traffic conditions are expected to remain broadly similar to current conditions. Some more information about traffic flow at key intersections is below.

- Through movements on Shafston Avenue are predicted to benefit from travel time savings of up to 40 seconds during the afternoon peak, primarily due to the closure of the left turn into O'Connell Street, which reduces queueing and improves traffic flow along Shafston Avenue.
- The average vehicle wait time for a left turn from Shafston Avenue into Cairns Street may increase around 10 seconds during peak periods.
- The average vehicle wait time for the turn from Cairns Street to Shafston Avenue and Main Street is expected to increase by around 80 seconds, but traffic volumes are expected to decrease as alternative routes are used.
- The average vehicle wait time for a right turn from Deakin Street to Cairns Street may increase around 20 seconds during peak periods and traffic volumes for this movement are expected to decrease as vehicles use other routes.

The redistributed traffic can be accommodated within the surrounding road network, with only minor changes in traffic flow at nearby intersections, including O'Connell Street.

Balancing the needs of a growing inner-city area

Brisbane's inner-city suburbs continue to attract more residents, workers and visitors, creating increased demand on the transport network. This project responds by providing safer and more connected travel options, while continuing to support the needs of people driving, catching public transport, making deliveries, walking and riding.

- create a continuous connection between the Kangaroo Point Bridge and Mowbray Park, linking into Brisbane's wider walking and riding network and reducing the need to travel via back streets
- improve safety for all users by reducing conflict points between vehicles, pedestrians and people riding
- support a growing Kangaroo Point and city by providing more travel choices and helping meet increasing transport demand
- create a route that is accessible for people of different ages and abilities, including children, older people and people using mobility devices
- support better access to local destinations including public transport, schools, parks, businesses and community facilities
- encourage more local trips by walking and riding through a safer, more comfortable and direct route along Shafston Avenue.

Some drivers may experience minor route changes or small increases in travel time during peak periods however traffic modelling indicates these impacts are limited and that the surrounding road network can continue to operate similarly to today. These changes will result in significant safety improvements by reducing conflict points at intersections, strengthened walking and riding connections, and more travel choices for the community. Overall, the design balances safety, access and network performance to support our growing city and community needs.

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