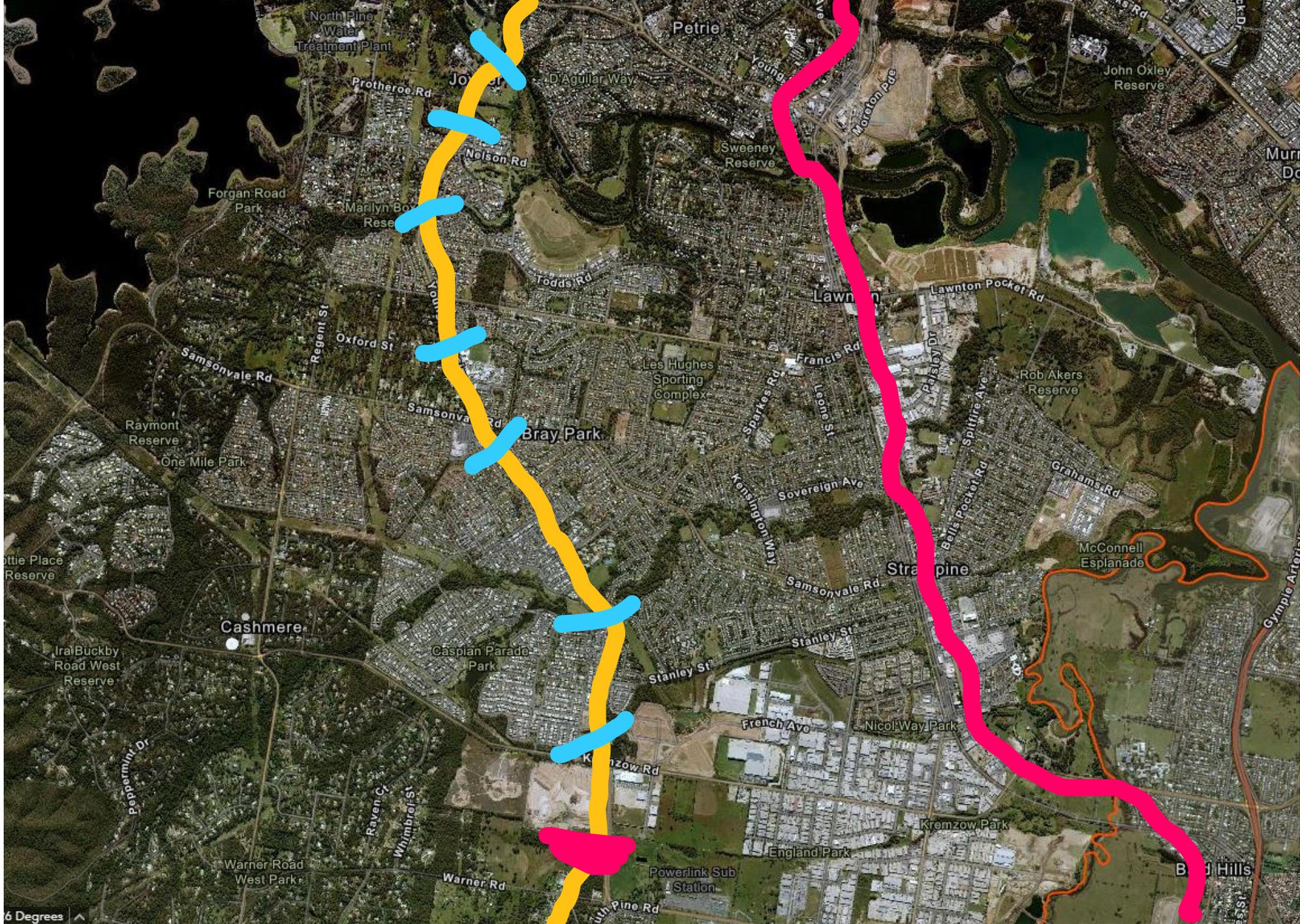


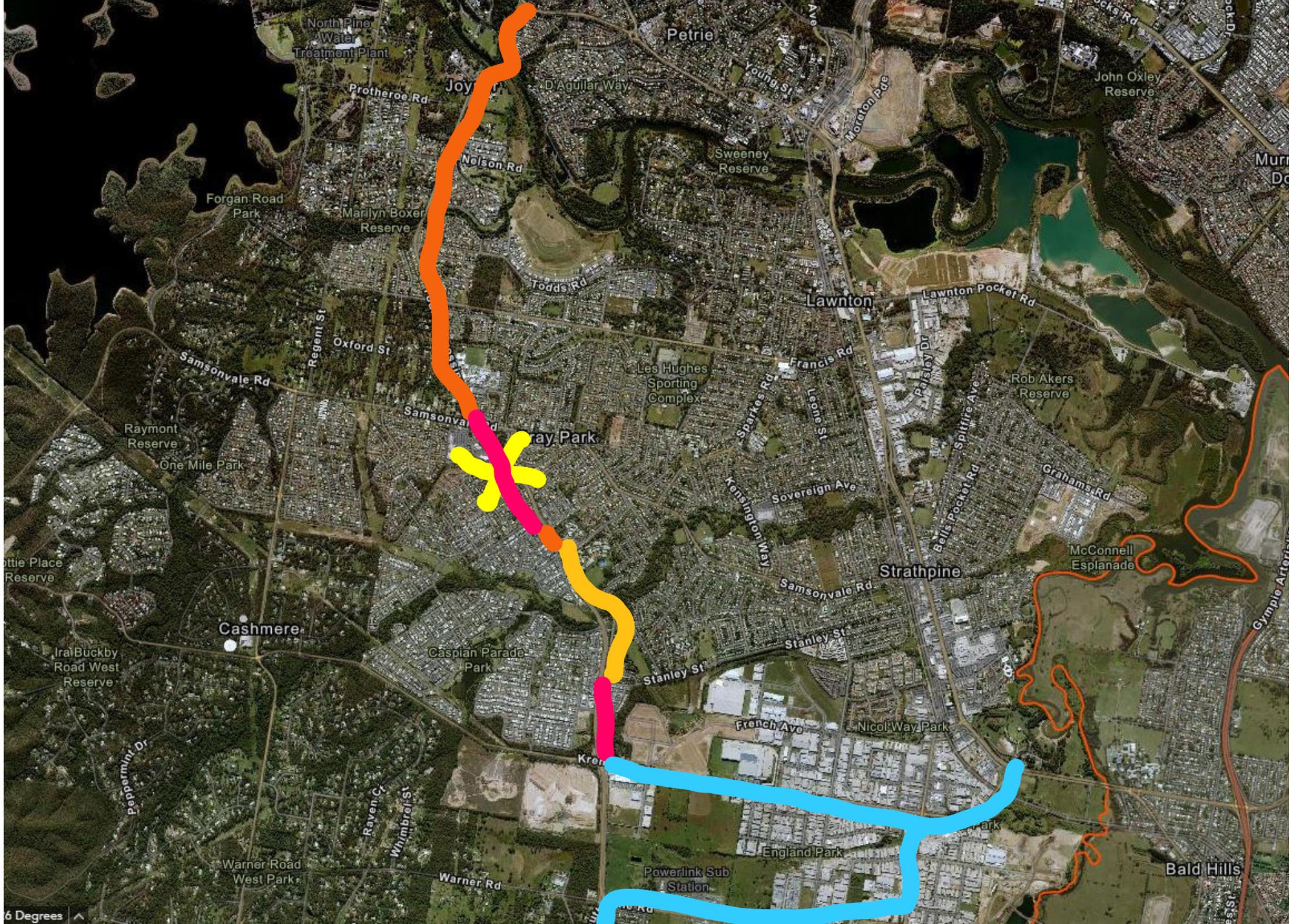


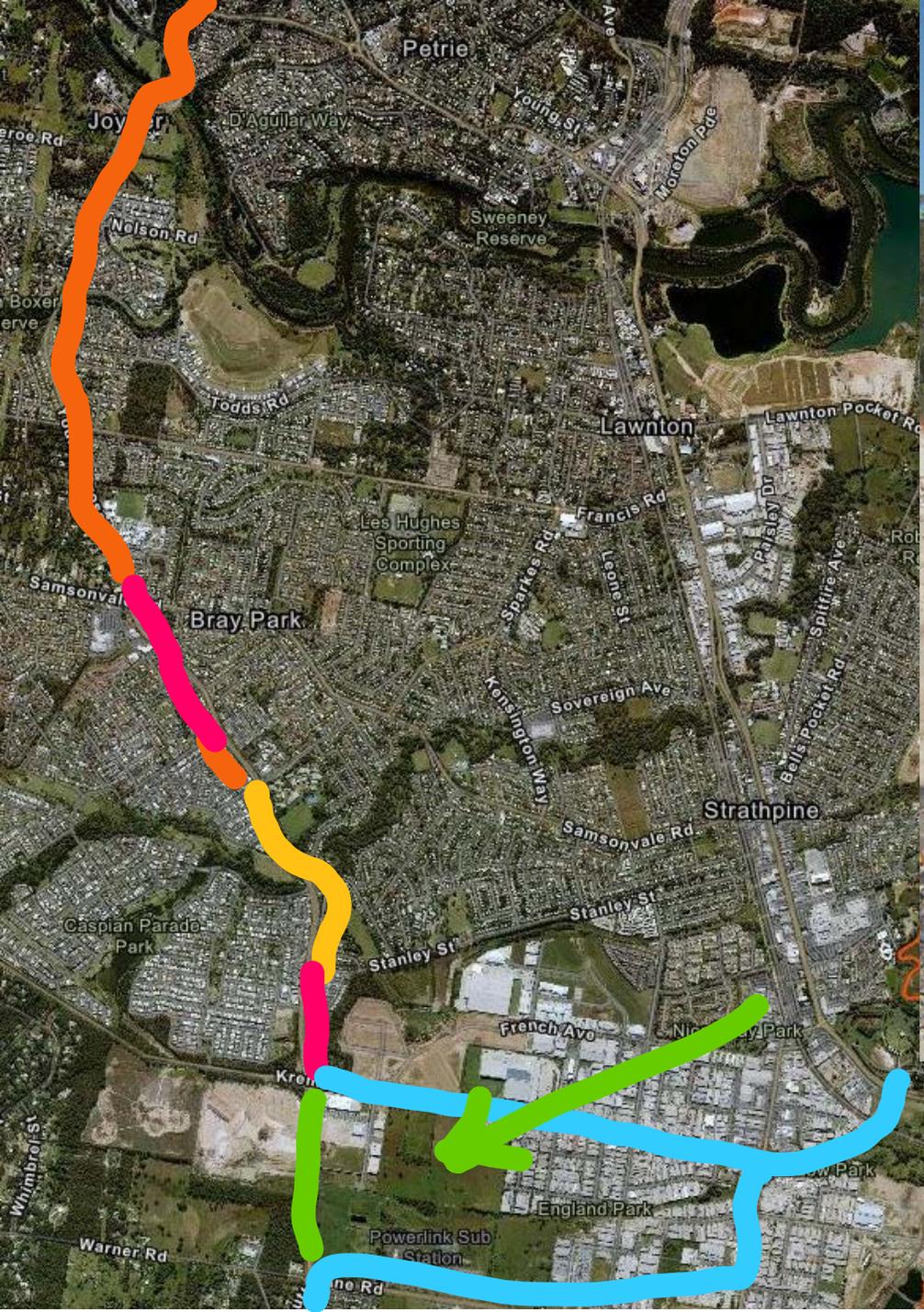
Youngs Xing













The AJ Wyllie Bridge



The AJ Wyllie Bridge

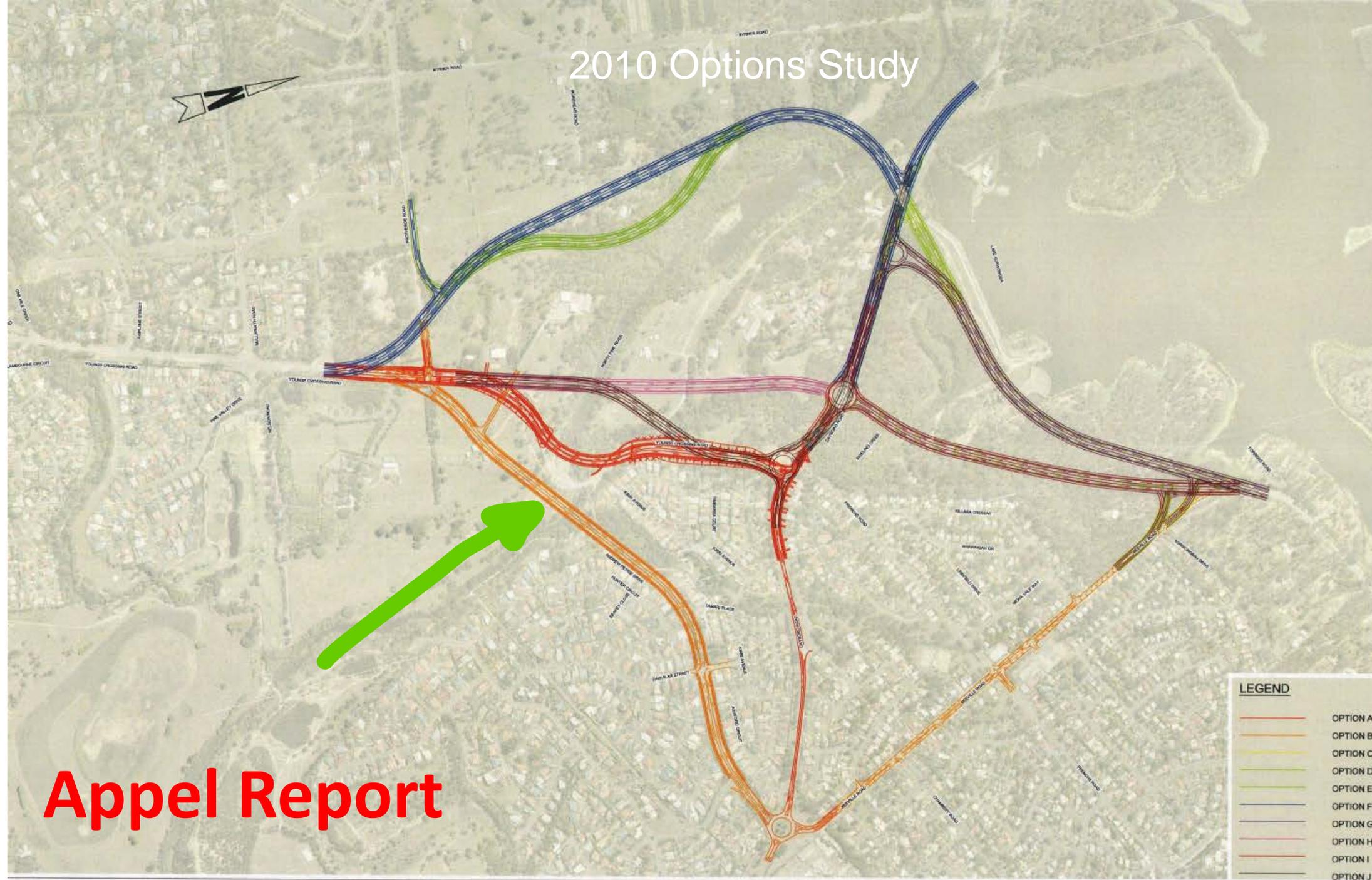


Youngs
Xing
on the
11th

2010 Options Study



Appel Report



LEGEND	
	OPTION A
	OPTION B
	OPTION C
	OPTION D
	OPTION E
	OPTION F
	OPTION G
	OPTION H
	OPTION I
	OPTION J



No more
roundabout





**BUILD A
BETTER
BRIDGE
AT
YOUNGS
CROSSING**



YOUNGS CROSSING A MAJOR PROBLEM FOR LOCAL RESIDENTS.

After a moderate rain event or when the dam is released, Youngs Crossing is often closed creating chaos in our local road network.

The Local Council and State Government need to simply upgrade the existing bridge and build it up out of the creek bed!

This simple solution uses the existing road and retains our wildlife corridors.

Join my campaign to build a better bridge
registering your interest at www.peterdutton.com.au

3/199 Gympie Road, Strathpine QLD 4500 3205

peterdutton.com.au [peterduttonmp](https://www.facebook.com/peterduttonmp)





PETER DUTTON MP
Federal Member for **Dickson**

YOUNGS CROSSING UPDATE

Dear Petrie Resident

The local council has just started community consultation on two potential options to upgrade Youngs Crossing over the North Pine River.

The two options are:

Option 1. Build a better bridge and duplicate remainder of Youngs Crossing Road using the existing road corridor as much as possible.

It has secured federal funding of \$5 million for this option.

Option 2. Connect Youngs Crossing directly to Andrew Petrie Drive.

I do not support Option 2.

Connecting Youngs Crossing Road to Andrew Petrie Drive would have significant negative impacts on both residents living in Petrie on Pine and the local environment. It has been rejected in previous community consultations.

I encourage you to take part in the consultation process and let the Moreton Bay Regional Council know your preference.

Visit www.moretonbay.qld.gov.au/Services/Projects/Youngs-Crossing to complete the survey.

Yours sincerely,

PETER DUTTON MP
Federal Member for Dickson

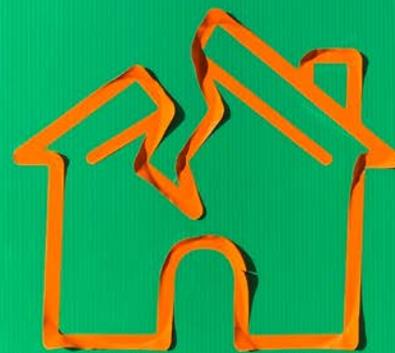


**Koala
Habitat
be
destro**

Noise & Air
Pollution



Reduction in
Property Values



VOTE NO TO
OPTION TWO

NO
FUNDING
FOR
DAYBORO ROAD

SAY
TO NO
POLL



Option 1
Youngs Crossing Road existing alignment

Benefits

- ✓ Minimal change to the existing route
- ✓ Shorter bridge span
- ✓ Youngs Crossing Road/Protheroe Road intersection improvements

Key features

- ✓ Elevated bridge that will provide Q100 flood immunity
- ✓ State-controlled Dayboro Road would require an upgrade in the future



Option 2
Andrew Petrie Drive alignment

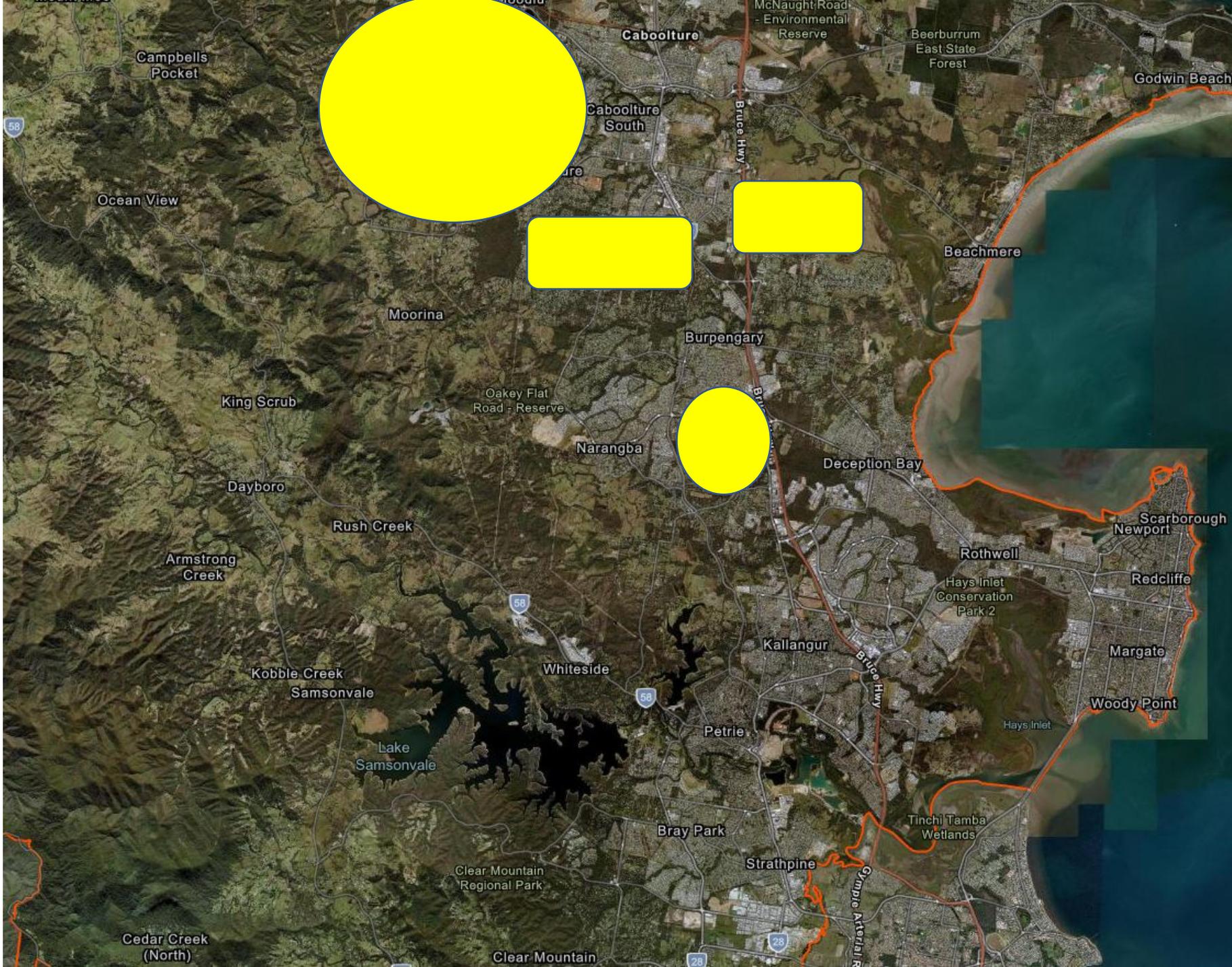
Benefits

- ✓ Reduced travel time by 20-30 seconds
- ✓ Faster access south to Joyner, Bray Park, Lawnton and surrounds for Petrie on Pine
- ✓ Reduced impact on vegetation
- ✓ Additional Petrie on Pine estate access point for emergency vehicles

Key features

- ✓ Elevated bridge that will provide Q100 flood immunity
- ✓ Does not require a future upgrade to Dayboro Road





Campbells Pocket

58

Ocean View



Caboolture

Caboolture South

Bruce Hwy

McNaught Road - Environmental Reserve

Beerburum East State Forest

Godwin Beach



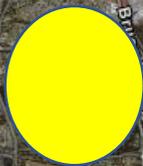
Beachmere

Moorina

Burpengary

King Scrub

Oakey Flat Road - Reserve



Narangba

Deception Bay

Dayboro

Rush Creek

Scarborough Newport

Armstrong Creek

Rothwell

Redcliffe

58

Kobble Creek Samsonvale

Whiteside

Kallangur

Hays Inlet Conservation Park 2

Margate

58

Lake Samsonvale

Petrie

Bruce Hwy

Hays Inlet

Woody Point

Cedar Creek (North)

Clear Mountain Regional Park

Bray Park

Strathpine

Tinchi Tamba Wetlands

Clear Mountain

28

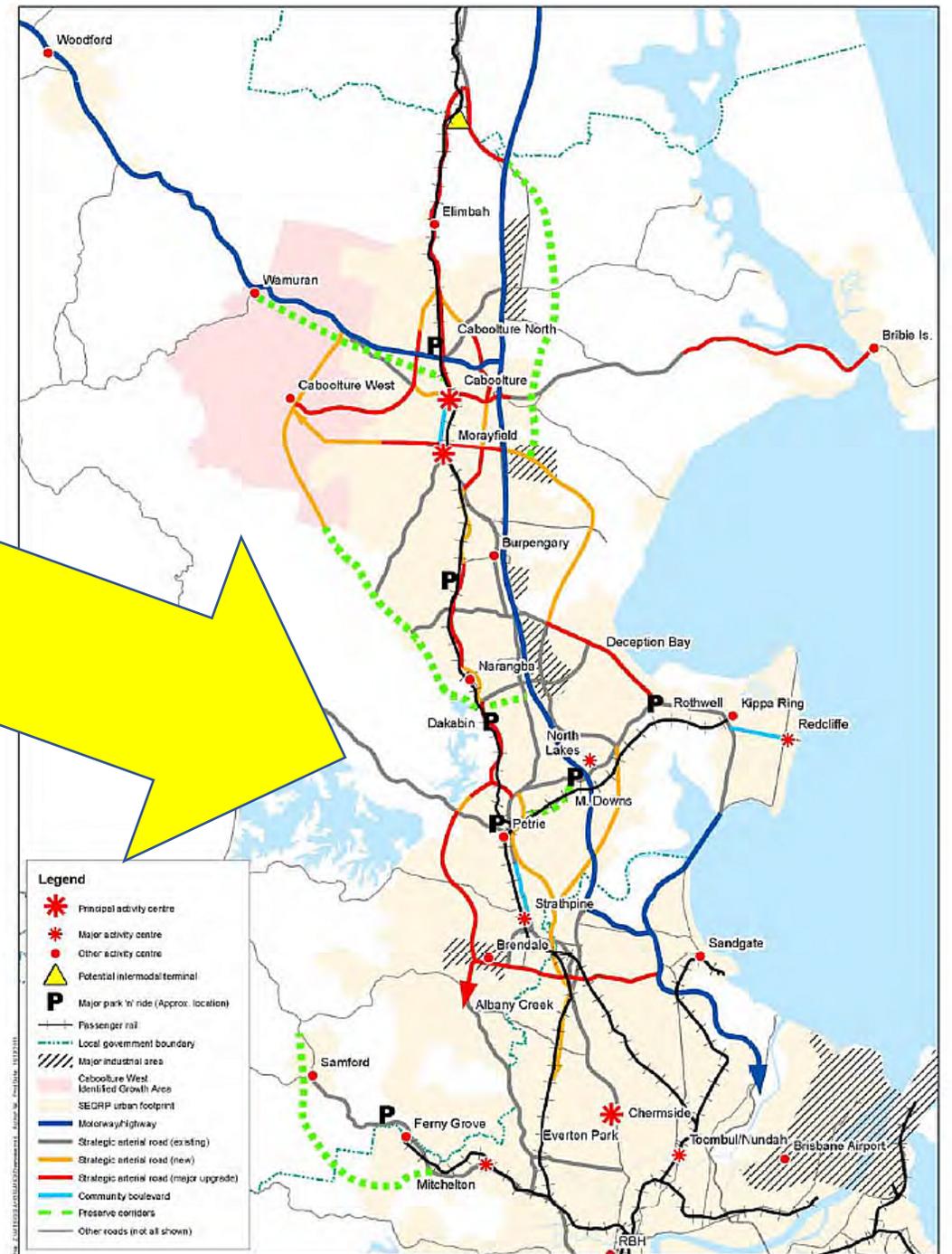
Gympie Arterial R





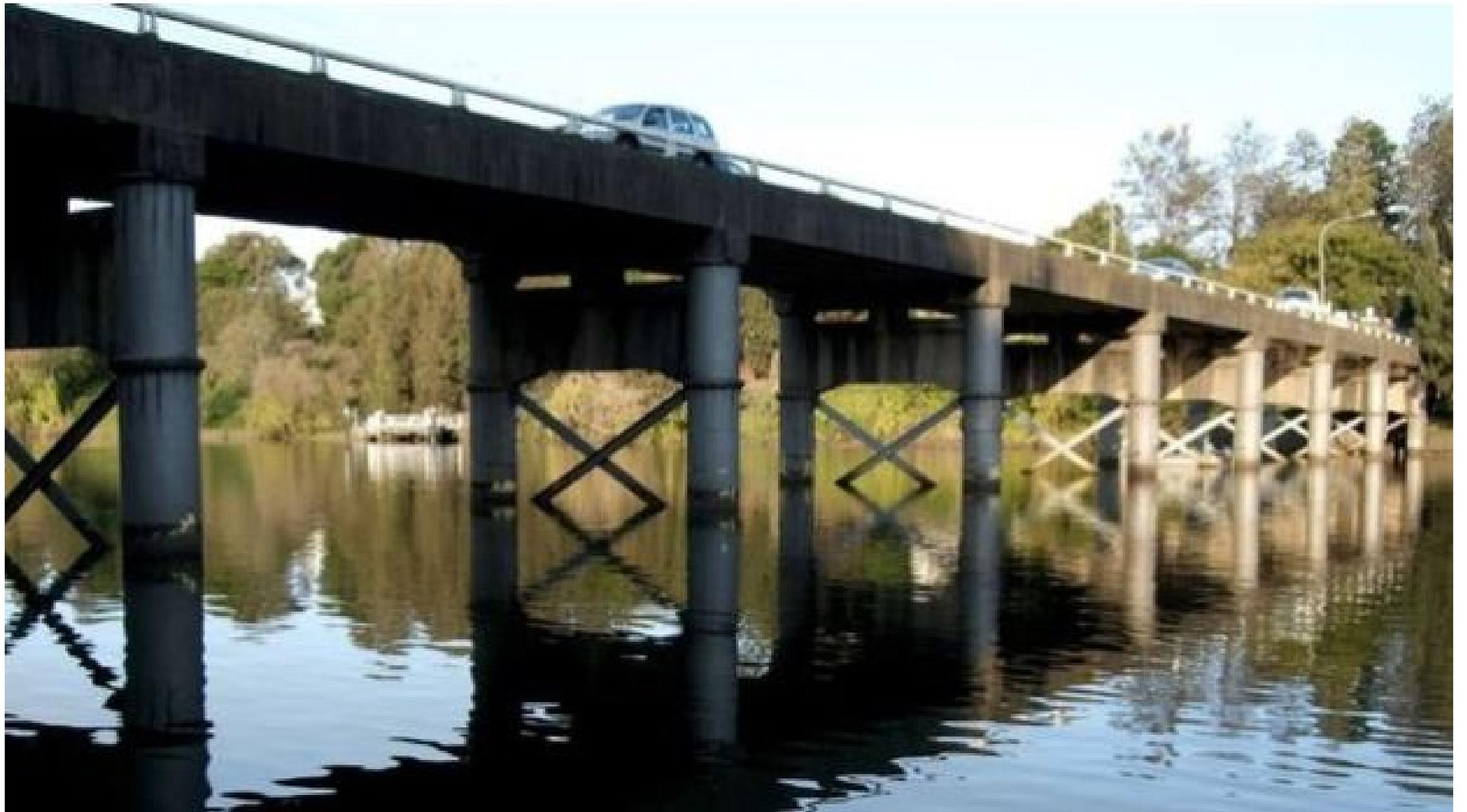
Transport and Main Roads

Moreton Bay Integrated Transport Strategy Report 2012 to 2031











Jebulon

Slide 1

Thankyou Mr Chair for the opportunity to speak on this matter.

From the outset let me say two things.

I am not standing for election in 2024 so I am not chasing votes and secondly that I don't like either option. I have already outlined my reasons to my fellow councillors, I support council's preferred Option G as the strategy as it bypasses all the residential areas of Petrie.

Let me also say I have never seen a report this well researched and documented in my 26 years on Council for a project of this size. Thank-you to the staff for their diligence on the project.

I have been criticized by some in this chamber for saying in an email to residents that a lot of the councillors are new and have no history on Youngs Xing. I meant no criticism by this and if it caused hurt please accept my apology. I thank Crs Flannery, Tonks, Booth and Shipway for allowing me to show them the sites in question. I know some of the other councillors have been to the site to look as well.

As I have said, I have 26 years of council history on this road 12 years more before that as a resident and as young fellas from Aspley way this is where we used to knock around when we first started driving back in the 70s. I would like to share that history with you.

Slide 2

As the report says, 150 years ago this road was the main road to the north, if it could be called a road. Track would have been more apt. Some sections of the road bear witness to this,

Click Old Northern Road through Albany Creek and Old North Road through what is now Brendale, Strathpine, Bray Park and Warner. Old North Road turned into Youngs Xing Rd as the Crossing was the best place to get bullock wagons over the North Pine River.

Click There were also quite a few creek and swamp crossings.

This all changed in 1872 when gold was discovered in Gympie.

Click A better and more reliable way to the goldfields was required. Gympie Road eventually took over as the main road to the north.

Slide 3 The track became abandoned

Click and large parts of it were not maintained

Click and became overgrown.

Slide 4 When I was first elected back in 1994 most of Old North Road didn't exist as a bitumen road.

Click Youngs Xing to Samsonvale was there.

Click Lavarack to Stanley, had been done by developers,

Click Council had built Stanley to Kremzow a few years previously and there was no link at all through the swamp from Kremzow up to Brendale Hill.

Click The section from Samsonvale Rd to Brisbane Rd wasn't there at all.

Click Brisbane Rd to Lavarack Rd was a dirt track.

Click Youngs Xing was basically used as a short cut for Dayboro locals wanting to get into Strathpine or beyond.

Slide 5 The local Councillor, Graeme Ashworth, had completed the missing link from Baroona Rd up to Brisbane Rd and developers did the first part from Samsonvale. This now allowed traffic to flow from Dayboro Rd all the way through to Kremzow Rd in a straight line.

Click Traffic then went down into the Brendale industrial area and back out onto South Pine Rd or onto Gympie Rd. There was no Linkfield Road back then.

Slide 6 In 1996 the Pine Rivers Shire Council initiated the ILTP, Integrated Local Transport Plan.

Appel were used as consultants to advise on the future infrastructure requirements for the growing Shire with a then population of around 80,000. They eventually handed down a report outlining the necessary roadworks we would have to do in the next few decades.

Click First on the ILTP prioritized list was the missing link from Kremzow to Brendale Hill.

Click This \$12M, 2 lane road, was completed with a \$3M contribution from PEET, the Warner Lakes developers in 2006.

Now that there was a quicker way of getting out of the central Pine area with that major project complete, Youngs Xing started to become a much more popular and travelled thoroughfare.

Slide 7 Everything was fine up until the 2011 floods. On January 11th, the world ended as we knew it. The crossing itself was closed for 5 days.

Slide 8 The big problem that inconvenienced motorists though was the fact that the floods took out one of the AJ Wyllie bridges over the North Pine River. This reduced Gympie Road from Petrie into Lawnton to two lanes. Drivers didn't like the inconvenience of the traffic jams each day for the next two years while the State first demolished and then replaced the damaged bridge. To avoid the Gympie Rd congestion even more drivers started to use Youngs Xing.

Unfortunately we had a fairly wet year and as the original report shows the crossing was closed for 25 days in that three year period. A lot of inconvenience there. 25 days out of 1096 days.

Slide 9 Why hadn't the Council done anything to upgrade the crossing was the lament heard on the days it was closed as the drivers then had to battle through on the two lanes of Gympie Rd. It's a fact of life that people don't like being inconvenienced these days and unfortunately the whole situation with the bridge closure and the crossing out was an inconvenience. Australians don't seem to be as resilient as we once were.

"Upgrade Youngs Xing" became the cry. It has since been used by a number of pollies from all levels of government and parties as an election catchcry and vote persuader.

Slide 10 Previous to the 2011 flood Council was already working on upgrading the crossing.

We had Appel do a study on possible options to provide a flood free crossing. They presented Council with a document with 10 options.

Click Their recommendation was Option B which would have taken the road along the preserved corridor Council had taken from the Petrie on Pine developers in the 1990s and joined Dayboro Rd at the roundabout at Beeville Rd.

Slide 11 Councillors at that time didn't agree with that recommendation and decided to get a more thorough investigation done on options B and G before it made a final decision.

Click Option G went straight ahead from Torrens Rd, through the bush along side Lake Kurwongbah, met Dayboro Rd near the entrance to Old Petrie Town, skirted Old Petrie Town, went across the Pine Rivers Pony Club and straight onto Youngs Xing at the top of the hill near the entrance to Thompson's Bus Depot.

Click Seeing that Option G would take all the through traffic out of the residential areas along Beeville Rd as well as Petrie on Pine Council eventually chose this route as their preferred option and it is still on the books as Council's preferred option.

The residents of Petrie on Pine were very vocal about Council not taking up Option B and they and the Petrie area generally could see the merit in Option G as the route would go through bushland away from all housing in Petrie.

Council has been planning this entire northern route for some time as you can see.

Slide 12 We replaced the roundabout at Samsonvale Rd and Youngs Xing and four laned up to Genesis School at Oxford Street.

Slide 13 We then four-laned the Old North Rd section from Brendale Hill to Kremzow Rd.

Slide 14 The last section of four lanes completed was from Stanley St all the way through to Samsonvale Rd.

Slide 15 Over the next few years we were to extend the four lanes

Click to Francis Rd.

Click and the last section to be done was Francis Rd to Protheroe Rd.

After Protheroe Rd there has been no planning.

Slide 16 As you know Council operates on a ten year forward works planning schedule. The money for planning a Youngs Xing upgrade only entered this ten year plan in the 2018/19 year.

Click Building it would have been even further away. Where it could have gone is anyone's guess as by that time circumstances may have changed yet again.

Slide 17 Enter Peter Dutton, **Click** Federal member for Dickson. At the last election his workers sat at Youngs Xing for weeks with signage promising to upgrade Youngs Xing for \$7.75M.

Click A good strategy for him but not really in Council's plan as yet. Now to get this 47.75M, the job must be underway by 2022/23.

Slide 18 There is some conjecture about what he actually promised. At the last election we were bombarded by mail from the LNP.

Click As you can see a DL flyer was sent out which was very emotionally targeted at residents.

Slide 19 There was also a letter which states that the present route was his intended passage.

Click To get the \$7.75M from the Feds, Council has now had to rush into doing a job we haven't even thought about as yet.

Council approved for the staff to do further investigations and report back on the matter.

Slide 20 Click A report was duly presented that recommended that we go out to consultation with the community on two options, Option 1 being along the present route of Youngs Xing Rd and Option 2 being the old Option B that Council had already discarded. I loudly trumpeted that Option G was on the books as the preferred Option of Council.

Slide 21 Understandably, residents of Petrie on Pine were incensed.

They thought they had already fought and won the battle

Click to not have a

Click four-lane arterial road going through their peaceful part of Pine paradise.

Click It has been said to me by residents that the report and the survey

Click are heavily weighted towards selecting Option 2

Click and upon rereading the report I can see why they think this way.

Slide 22 The State have no plans for upgrading Dayboro Rd in the near future. It can cope with present traffic volumes. Youngs Xing Rd can still cope but not for too much longer according to the projected growth figures we have.

Click The whole process seemed so rushed. Council approved consultation on Wednesday and material was in residents' letterboxes on Friday. There was also some angst among residents about only having four weeks to decide but I think this was ample time for residents to form an opinion.

Click There would have been no benefit to continue consultation any longer on such a contentious and divisive issue.

This whole consultation process has been very disappointing. Residents were only given two options. It pitted neighbour against neighbour. Pick Option 1 or Option 2.

Click As a result we now have confrontations between residents on different sides of a street and within a suburb. Understandably, no-one wants it to go near their home.

Slide 23 The plans we gave people showed a four-lane arterial road on Option 1 and 2. The original report that came to council said that this was to be an interim measure. There is nothing interim about a four-lane arterial road. Once it is there it will be there forever.

Slide 24 I would have favoured a two-lane proper bridge to be built which would have solved our present problem and given us time to work out the ultimate alignment.

Slide 25 We don't know exactly what traffic will be coming from where in a decade's time. We have a good idea though.

Click We are going to have another 150,000 people move in to the north of our region in the next twenty years. Cab West, Morayfield South, Burpengary East and Narangba East.

Slide 26 The State's present plan

Click is to funnel them out towards the freeway or another arterial road to be built to the west of the freeway. I think I'll be well and truly pushing up daisies by the time that ever happens. Not all travellers will want to go that way anyway.

Slide 27 However, we do need to build a flood free crossing as **Click** Youngs Xing **Click** is now an important part of our major road network.

Slide 28 I have spoken to the local State member and we both agree that a road from the north **Click** down the power easements and a crossing somewhere to the west of Old Petrie Town is probably the ultimate solution.

Slide 29 I reluctantly accept the officer's recommendations as I believe there is no viable alternative at this moment. The only question is the type of bridge we ultimately build.

Is it one like this, or this [Click](#) or this [Click](#).

Time and money will tell what will eventually be built and exactly where it will be built.

I've heard rumours that the Xing will be closed for 6 months while the work is being done. Detours and temporary deviations may be necessary.

There may be short periods of time that traffic is stopped but I would not contemplate closing a road that moves 20,000 cars a day.

Should this motion be defeated I will move that Council build a two lane bridge in the present alignment and council consult with the State to determine and preserve an ultimate route.