

**#2 Attachment B - Consultation Report**

# Youngs Crossing – Bridge and Road Construction Project

Consultation Report  
Moreton Bay Regional Council

October 2020

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## Executive summary

Moreton Bay Regional Council (Council) resolved to undertake community consultation for the early planning and design stage of the Youngs Crossing Road and Bridge Project (the Project) in September 2020.

Council developed concept designs for two proposed upgrade routes, based on flood modelling and environmental considerations, and sought community feedback on these options:

- Option 1 – Youngs Crossing Road existing alignment
- Option 2 – Andrew Petrie Drive alignment

The engagement yielded insights into stakeholder preferences and concerns in relation to improving the flood immunity of the crossing, travel through the local road network and anticipated impacts.

In total 4,353 survey responses, 52 emails and 49 inbound calls were received over a 31-day consultation period.

More than two-thirds of all stakeholders preferred Option 1.

In summary:

- Common among all stakeholders was a focus on the unique character of the area being retained by minimising impacts to the environment, particularly koalas and other local fauna and flora, and retaining the attractiveness of the area.
- Most participants considered Option 1 to provide the least impact to the natural environment and the least impact and disruption to neighbouring communities and residents.
- Most participants would be willing to go without the forecasted travel time savings modelled in Option 2.
- Many participants expressed an interest in how:
  - the impacts to the natural and urban environment would be mitigated and offset
  - increased traffic volumes and related effects on flow and travel times would be managed
  - stakeholders would continue to be informed and consulted on future project stages.
- Overall, respondents understood Council was committed to delivering the project which aimed to improve the flood immunity of Youngs Crossing.

It is recommended that the following actions be undertaken as part of the Project's next phases:

- consistent and continuous communication
- ongoing access to information
- issues analysis
- further engagement.

## 1. Introduction

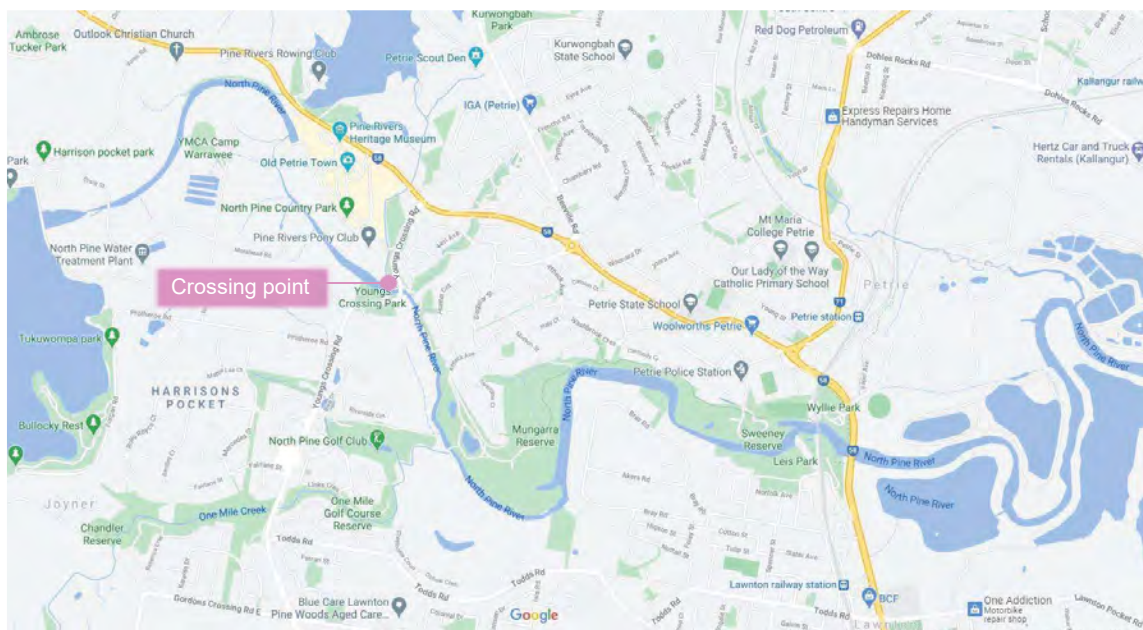
In September 2020, Moreton Bay Regional Council resolved to undertake community engagement for the early planning and design stage of the Youngs Crossing Road and Bridge Project (the Project).

The Comms Team was engaged to assist Council to implement an integrated communication and engagement program. The program utilised Council's existing communication and engagement channels to deliver a highly visible, accessible and inclusive program.

### 1.1. Background

Youngs Crossing Road is a critical element in Moreton Bay's local transport system with daily vehicle volumes of around 20,000. These volumes are predicted to increase to 22,500 by 2026 and 27,500 by 2036. Youngs Crossing at Joyner is a vital part of the Youngs Crossing Road system and an important north-south corridor that links the Moreton Bay Region with Brisbane City.

The crossing is in the south-eastern corner of the Moreton Bay Region, between the suburbs of Joyner and Petrie as shown in Figure 1: Project location.



**Figure 1: Project location**

Youngs Crossing is extremely vulnerable to flash flooding from wet weather events and by releases from North Pine Dam. It currently has low flood immunity and on average is closed due to flooding at least once a year.

During significant rain events, Youngs Crossing can be closed for up to four days. Closure of the crossing presents a significant cost to the local economy with road users (currently around 20,000) re-routed from Youngs Crossing Road onto surrounding roads.

Council plans to improve the flood immunity of the crossing and upgrade this section of Youngs Crossing Road to four lanes. This Project (Protheroe Road to Dayboro Road) is one of three planned upgrades to Youngs Crossing Road.

The current Youngs Crossing Road route over the North Pine River has existed since at least the 1940s and over the last four decades Council has explored other transport corridor upgrades including a corridor through the Petrie on Pine Estate and a new road alignment to the west of Young's Crossing Road (known as Option G or the West Petrie Bypass).

Given the scale and complexity of the project and the broad range of impacts to the community, on 2 September 2020 Council resolved to undertake a community engagement and consultation program to inform its decision about the preferred route option for the Project.

Prior to engagement, Council had developed two options, which were presented to the community for feedback:

- Option 1 – Youngs Crossing Road existing alignment

This option involves constructing a new four-lane bridge and associated road works (approximately 940m in length including a 160m bridge) that generally follows the existing alignment of Youngs Crossing Road.

- Option 2 – Andrew Petrie Drive alignment

This option involves constructing a new four-lane bridge and associated road works (approximately 1340m in length including a 180m bridge) to link Youngs Crossing Road to Andrew Petrie Drive.

## 1.2. Timeframe

Community engagement was undertaken between Wednesday 2 September and Friday 2 October 2020.

Council will consider the outcomes of consultation and is expected to formally resolve its preferred option for the upgrade of Youngs Crossing Road in the coming months.

## 2. Project stakeholders

A stakeholder identification process was undertaken to identify residents and groups within the local community as well as stakeholders with an interest in the Project or those who should be encouraged to participate.

Stakeholders were allocated into four groups to facilitate the delivery of tailored engagement activities that meet the needs and consider the sensitivities of the audiences within these groups.

The four groups are based on either geographic proximity to Youngs Crossing at Joyner or interest areas:

- Directly impacted – landowners with a property impact and/or immediately adjoining one of the proposed alignments.
- Immediate – landowners and residents within the immediate area, including the Petrie on Pine Estate; as well as local community groups.
- Surrounding – the broader community including residents, businesses, road users, and interested community groups (within an approximate four-kilometre radius of Youngs Crossing).
- Wider – respondents from outside the three identified geographic segments.

Key stakeholders, such as elected representatives, were categorised as strategic stakeholders.

Figure 2 shows the four stakeholder groups including directly impacted, immediate, surrounding and wider.

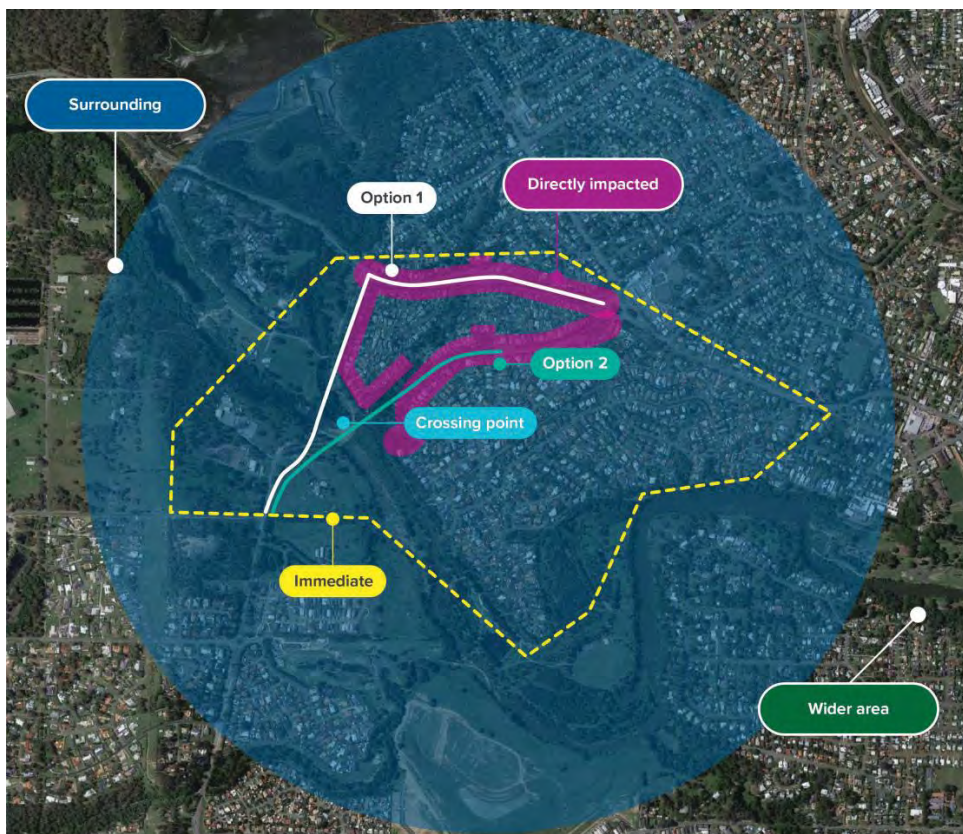


Figure 2: Project stakeholder groups by location



### 3. Engagement methodology

#### 3.1. Purpose

Moreton Bay Regional Council is committed to strengthening communities and supporting the economic growth and prosperity of the region and the lifestyle enjoyed by its residents.

The principles and framework for engagement on the Project are aligned with Moreton Bay Regional Council's current community engagement policy and recent commitments to engagement.

The engagement has been undertaken with reference to the local government principles of democratic representation, social inclusion and meaningful community engagement.

These principles were adopted in the development and delivery of this engagement program to ensure it was an inclusive, highly accessible and visible engagement program.

#### 3.2. Goals and objectives

The overarching goal of the engagement strategy was to raise awareness about the project, as well as identify and proactively engage with the community and stakeholders who had an interest in the project.

The objectives of the engagement activities were to:

- Inform the local community, identified stakeholders and the wider travelling public to increase awareness and understanding about the Project.
- Consult with the community and stakeholders on the issues and opportunities presented through the selection of a preferred route for the Youngs Crossing upgrade.
- Deliver an efficient, effective and inclusive program of engagement opportunities.
- Provide timely reporting back to community members, stakeholders and the travelling public on the feedback received, the factors and processes undertaken to identify a preferred route and how the community will continue to be involved and engaged about the future stages of the project.

The community was advised about the 'negotiable' and 'non-negotiable' factors as part of the planning stage of the Project to help inform participation. These are as outlined below.

Non-negotiables:

- The project must proceed; doing nothing is not an option.
- It is a choice between Option 1 and Option 2 – there are no other options being considered.
- The update must achieve a Q100 level of immunity.

Negotiables:

- The community can influence the selection of either Option 1 or Option 2, however, ultimately it will be a decision for Council which option is selected.

Stakeholders were also advised that there would be future opportunities to influence decisions in the detailed design such as:

- landscaping and visual screening
- noise wall design and treatment
- potentially other community legacy elements such as gateway treatments.

### 3.3. Strategic approach

Acknowledging the existence of legacy issues and recent internal organisational changes, the strategic approach for this project was to actively engage with those who were either directly affected or in the immediate vicinity. The approach also sought to provide opportunities for broader contributions by interested stakeholder groups, or those likely to benefit for the project, such as commuters, in order to achieve an inclusive, principled approach that encouraged balanced feedback.

Council committed to the following digital engagement approach:

- clear and concise project page on the online engagement portal
- continual updates on the website as feedback was received
- social listening to ensure awareness of issues.

To ensure the local area residents, landowners and visitors were aware of the project and the project team were visible and available to address questions or specific concerns, a targeted approach was undertaken for direct communications and included:

- direct addressed mail and unaddressed letterbox drop
- a 1800 phone line that was available for enquiries and for those without internet access
- project specific email address.

Supplementing the digital program with non-digital communication channels (telephone and newsletter) helped make engagement more socially inclusive.

Both residents and landowners were identified as directly affected if their properties were directly adjacent to one of the alignments. These landowners received a personally addressed letter on Council letterhead and envelope, along with a copy of the project newsletter. All households in both the immediate and surrounding area received a project newsletter via unaddressed mail.

Broader communities and motorists were made aware of the project as users of the corridor. Awareness raising activities for these groups occurred through communication channels owned or managed by Council including VMS boards and signage that was installed to raise awareness among commuters and local park users.

Direct emails were sent to 25 local community, cultural heritage and environment groups and representative organisations to encourage their feedback. Meetings were held with some stakeholder groups, by request.

Participants were asked for their views on both route options and invited to provide feedback on their preferred option. The features of each option were clearly explained in both the newsletter and on the website. Updates and additional information were provided online throughout the consultation period to respond to common enquiries or requests for further information.

This approach sought to encourage people to consider the pros and cons of both options before providing their preference, which created a more deliberative engagement paradigm.

COVID-19 necessitated a precautionary approach and engagement was predominantly undertaken remotely – with written communication and other awareness raising tools used to direct people to visit Council's website.

### 3.4. Communication tools

The following communication tools were used to inform stakeholders about the project and the opportunity for feedback (Table 1).

Table 1: Communication tools and mechanisms

Tool	Description
Frequently Asked Questions	Question and answer document to provide consistent responses to enquiries and help inform stakeholders seeking further information. A number of FAQs were published on the website and supplemented with additional information throughout the consultation period. See Appendix 1 for a copy of the FAQs published on the website.
Property owner letter	Personally addressed letter to ratepayers identified as 'directly impacted' on letterhead and within MBRC envelope. See Appendix 2 for a copy of the property owner letter. The letter also included a copy of the project newsletter. See Figure 3 for properties who received direct mail letters.
Newsletter	Four-page colour folded A4 newsletter circulated to all households within the 'immediate' area circulated via unaddressed mail (i.e. letterbox drop). It was also loaded on the website and hard and soft copies were available upon request. See Appendix 3 for a copy of the newsletter.
Media release	Council media release to inform community and stakeholders and provided on the website. See Appendix 4 for a copy of the media release.
Web copy	Content for landing page on Council's engagement hub: moretonbay.qld.gov.au/Services/Projects/Youngs-Crossing  See Appendix 5 for a copy of the landing page content.  A short URL (moretonbay.qld.gov.au/youngs-crossing) was also set up to use on hard copy communication materials and signage.  The web page also included the Youngs Crossing project report that was presented to Council on 2 September 2020.
Email notification	An email and pdf copy of the newsletter were sent to identified community, cultural heritage and environment groups on 9–10 September 2020 inviting them to provide feedback and to send information to their members. See Appendix 6 for a copy of the email that was sent to these groups. It also provided details about the 1800 number and email.
VMS signs	Large roadside VMS signs notifying both residents and commuters/drivers about the consultation program and to have their say via Council's website. VMS signs were progressively installed throughout the consultation period. See Appendix 7 for maps showing their locations. <ul style="list-style-type: none"> <li>- Beeville Road southbound (from 3 September)</li> <li>- Youngs Crossing Road southbound (from 3 September)</li> <li>- Youngs Crossing Road northbound (from 3 September)</li> <li>- Andrew Petrie Drive into estate (from 11 September)</li> <li>- Andrew Petrie Drive out of estate (from 11 September)</li> <li>- Three along Dayboro Road (from 24 September)</li> </ul>

Signage	Six A1 size corflute signs were installed on Friday 11 September in Youngs Crossing Park and the road reserve (currently used for recreation) as a secondary notification about the consultation. See Appendix 8 for the signage design and locations.
Call centre brief	Briefing sheet to support MBRC call centre in directing calls to project hotline and email and/or website. Refer to Appendix 9.
Maps	A project map of each option was created with annotations and other information to highlight features and benefits. These were used in the newsletter and embedded on the project landing web page. They were also provided at stakeholder briefings. See Appendix 10 for a copy of the project maps.

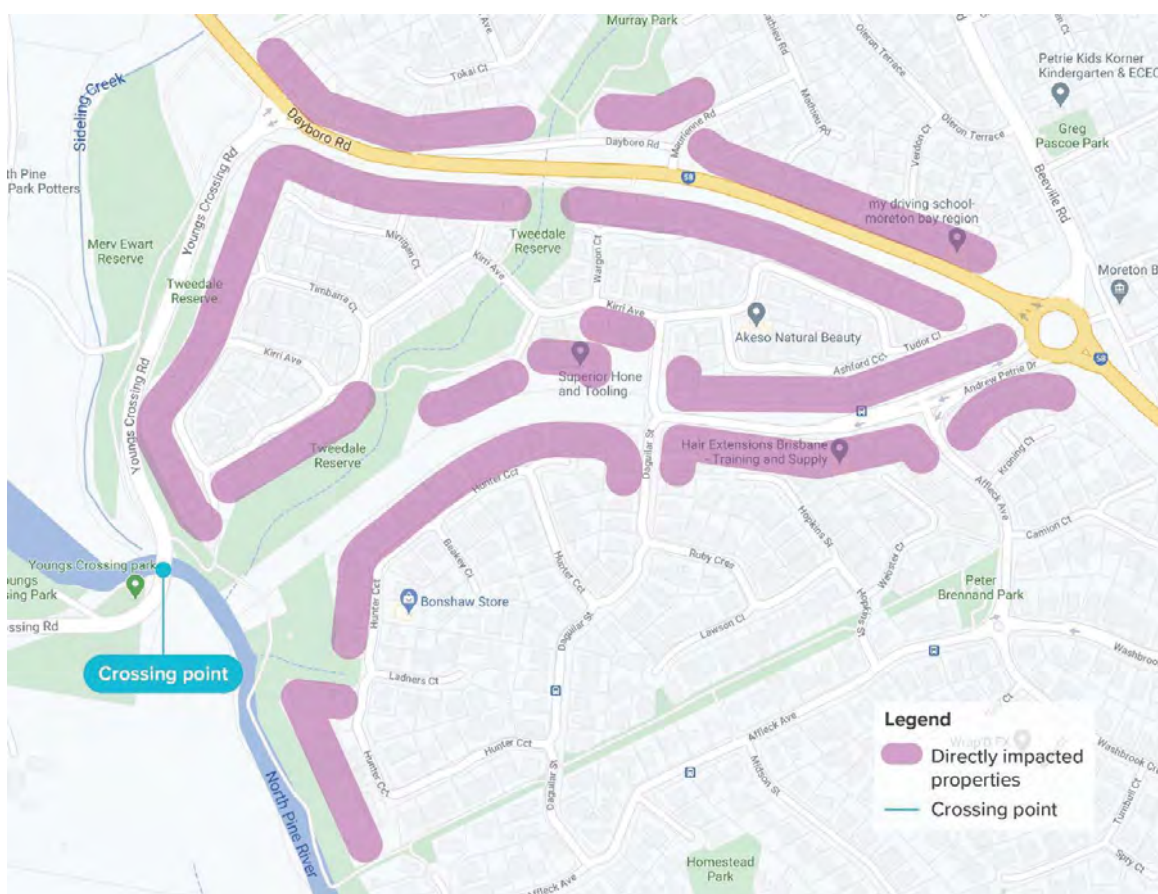


Figure 3: Directly impacted properties that received a direct mail letter



### 3.5. Engagement tools

The following tools were used to engage stakeholders about the Project and seek their feedback (Table 2).

Table 2: Engagement tools and mechanisms

Tool	Description
Project 1800 phone number	A freecall 1800 phone number (1800 565 930) was established to enable stakeholders to provide feedback (rather than online if they preferred), ask questions, and directly discuss their concerns with the project team. The project hotline was available from 8.30am to 5pm, Monday to Friday throughout the consultation period.
Project email	A project email (youngscrossing@moretonbay.qld.gov.au) was published in all communications and was available for direct feedback, to ask questions or to request hard copy surveys. All outgoing communications used the 1800 and project email.
Survey	An online survey was hosted on Council's consultation page to enable feedback. Paper surveys, as well as the opportunity to do the survey via phone, were also available on request to anyone who could not access the online survey. See Appendix 11 for a copy of the survey tool.
Meetings	Meetings were held with a small number of property owners impacted by potential access changes or land resumptions to discuss the project in more detail. Meetings were also held with some community, environmental and cultural groups, by request.

### 3.6. Consultation activity summary

Figure 4 below provides a snapshot of the key interactions recorded across the consultation period.



Figure 4: Overview of activity undertaken during consultation

#### Website activity

A web page was set up as the main repository for stakeholders to seek detailed information about the project and complete the online survey. The web page linked to a set of frequently asked questions (FAQs) and electronic copies of the project newsletter and Youngs Crossing Council Report – 2 September 2020.

Both the project and FAQs web pages were progressively updated throughout the consultation period in response to community information requests. See Appendix 5 for a copy of the web page content.

A short URL ([moretonbay.qld.gov.au/youngs-crossing](http://moretonbay.qld.gov.au/youngs-crossing)) was used on all hard copy communication materials and all emails sent linked through to the project web page to help drive people to the project information and online survey.

The main source of the web page traffic was from social media (40.8 per cent) and specifically from Facebook (98.6 per cent). This reflects the high amount of social media commentary about the project and shareability of the project page link. A large percentage of web page visitors (44.1 per cent) were returning visitors, indicating that respondents took the time to consider project information before returning to complete the online survey or revisited the project web page to seek new information. The smaller number of views of the electronic newsletter is reflective of a hard copy newsletter being distributed to over 3,500 households by letterbox drop.

The below table summarises the key web page analytics.

**Table 3: Web page analytics from 2 September to 2 October 2020**

Website visits – sessions*	10,607
Page views**	23,116
FAQ page views	526
Newsletter views	194
User type	New visitor - 55.9% Returning visitor - 44.1%
Sources	Social – 40.8% (98.6% from Facebook) Organic search – 38.2% Direct – 15.7% Referral – 4.8% Email – 0.5%
Devices	Mobile - 67.6% Desktop - 25.7% Tablet - 6.7%

\* Total number of visits where a visit is a group of interactions

\*\* Total number of pages viewed

## Surveys

In total, 4,353 surveys were received. Section 4 provides a breakdown per geographic segment of responses and views. The surveys were received the following ways:

- The majority of surveys were submitted online.
- Three people completed surveys over the phone.
- There were no requests for a paper survey.

Of these responses, there were duplicates that were considered and treated as outlined in Table 4 below. Given the large number of surveys received, these situations were so minimal they only slightly reduced the number of surveys counted and were not considered to have any material impact on the results.

Table 4: Treatment of duplicate responses

Situation	Treatment	Impact
Members of the same household completed the survey – particularly within the directly impacted and immediate areas. These were considered to be of a reasonable amount.	Counted as conforming survey results.	No impact to overall results.
Duplicates where the same person with the same name and address or email completed more than one survey.	Duplicates were removed where they were identified. The latest completed survey was counted to ensure the final view of the stakeholder and any additional information they presented was considered.	Minimal impact to overall results.
Information provided via survey and either by phone or email or both.	Information was recorded against their existing survey if it was additional or treated as a duplicate if it was the same.	Minimal impact to overall results.

Given the target area, number of newsletters distributed and promotion strategy, the number of surveys received is considered to be a very strong response by industry standards.

See Appendix 11 for a copy of the survey tool.

### 1800 and email

Of the 52 project total phone calls, 49 of these were received and three were outbound calls. In addition, 52 emails were also received.

Calls and emails were a combination of people who had completed the survey calling to reaffirm or expand on their views, and people seeking further information to inform their feedback.

Three respondents contacted the project hotline to complete the survey over the phone.

A small number of people provided supplementary information to their surveys via phone or email or both channels.

### Newsletter

More than 3,500 newsletters were distributed to households in the immediate area on Friday 4 September and Monday 7 September 2020. Newsletters were also included in the letters to directly impacted landowners. Electronic copies were also sent to community and environment groups. See Appendix 3 for a copy of the project newsletter.

### Letters to impacted residents

On Monday 7 September 2020, 165 letters were sent via regular post to landowners adjacent to the two alignments. These letters were prepared from the rates database, were personally addressed and included a copy of the newsletter. See Appendix 2 for a copy of the letter.

## Stakeholder meetings

Three meetings were held with the following cultural heritage and environment organisations:

- Pine Rivers Koala Care Group
- Moreton Bay Koala Rescue Group
- Traditional Owners Kabi Kabi.

Some groups requested further engagement during subsequent project stages. These requests have been captured and will be revisited as the project proceeds.

Outside of these briefings some immediate stakeholders and a resident association arranged meetings with the Mayor or their elected councillors.

## Media

A Council media release was distributed on 2 September 2020 announcing the project consultation period. Over the course of the consultation period, the Project received the following media coverage:

- Quest/Courier-Mail, 18 September 2020
- Channel 7 News Brisbane, 19 September 2020
- Moreton Daily (online), 23 September 2020
- Moreton Daily (online), 1 October 2020.

See Appendix 12 for online media coverage.

## Social commentary

Social listening was actively undertaken during the engagement period to monitor for sentiment and misinformation, as well as to understand what community-generated content and material was being circulated organically among the community.

Most social commentary about the project was on Facebook, which also drove the largest amount of traffic (roughly 40 per cent) to the project web page. Commentary included discussion about the perceived impacts and benefits of each option as well as calls to action to complete the survey and/or voice your opinion. Several public and private Facebook groups and pages were established throughout the consultation period to share information, lead support for a particular option and share other community advocacy efforts. Elected representatives and a candidate also discussed the project on social media.

It was observed that some commentators on Facebook self-corrected their posts where they identified inaccuracies following additional information being published on Council's website (for example, access and use of Youngs Crossing Road should Option 2 proceed, and the environmental impacts of both options).

## Submissions and correspondence to Council

A small number of submissions and other correspondence were received from individuals and stakeholder groups throughout the consultation period, either directly to Council or via the project email.

Correspondence and enquiries to Council received during the consultation period were referred to the formal consultation process to ensure all feedback was captured through the established protocol.

Generally, these submissions and correspondence provided additional information to in-person meetings or surveys. Some included requests for future project participation and actions, and a log of requests will be prepared to inform future consultation on the Project.

Other activity such as community-generated web pages, an online petition and correspondence to elected representatives has been noted, however, fell outside the established feedback protocol and was not considered as part of the formal consultation process.

### 3.7. Participation rates

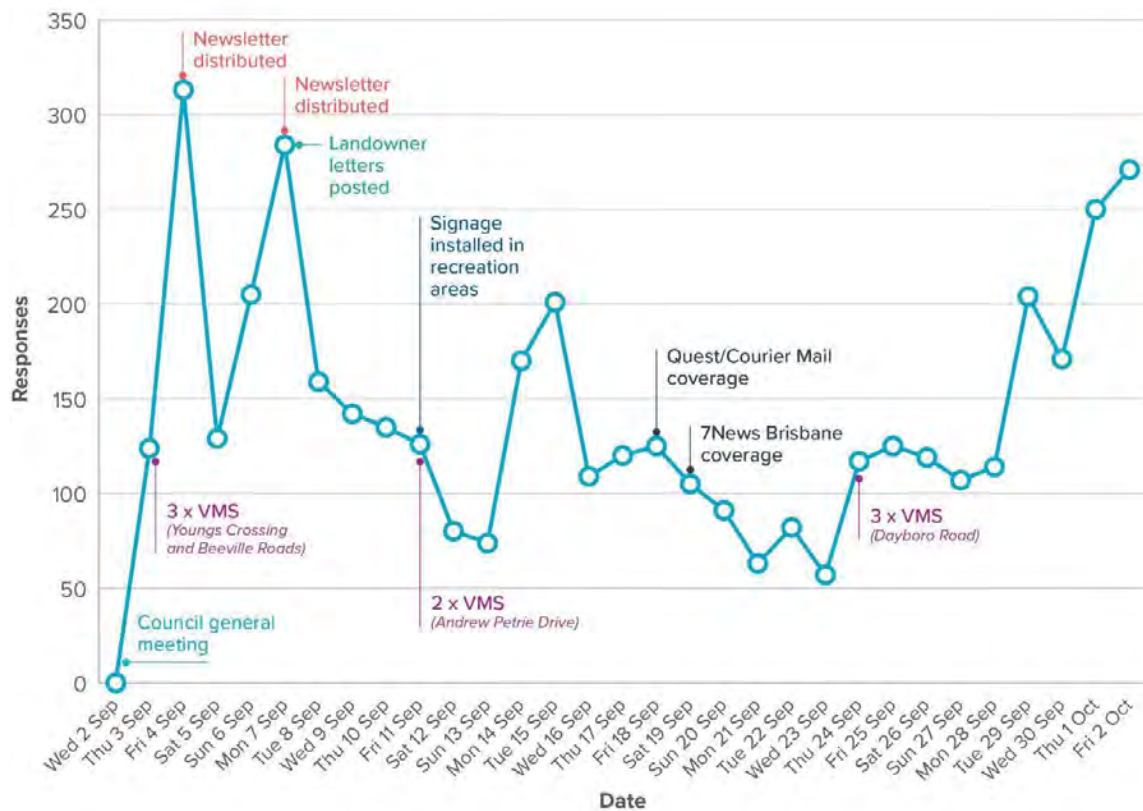
There were 4,353 survey responses, 52 emails and 49 inbound calls received within the 31-day consultation period, which on average was 144 responses received per day. This high rate of participation was driven by several influencing factors, including:

- strong community interest in the Project
- large-scale promotion of the consultation program
- long-standing pressures on the road network
- the potential property impacts of the Project
- the large number of commuters using Youngs Crossing and surrounding roads
- the amount of commentary on social media
- shareability of the project web page (and online survey) link
- local and mass media coverage
- community interest in the area's broader traffic network issues.

The responses received via survey, phone and email were cleansed for duplicates to mitigate the chance of results being skewed before being analysed. The total number of responses that were then analysed was 4,373.

During this review of responses a small number of respondents who completed the survey but did not provide their postcode or location were identified. These stakeholders were classified "other" and their feedback was analysed separately from the four other stakeholder tiers.

The following chart shows the number of responses received over the consultation period. It also pinpoints the release of key project communication material and community generated responses such as media coverage.



**Figure 5: Daily response rates and key communication activity during consultation**

The highest participation rate occurred on Friday 4 September and Monday 7 September, which is when the project newsletter was distributed to over 3,500 addresses. The VMS boards along Yongs Crossing and Beeville roads were also in place at this time.

The next highest participation rates were on the last two days of the consultation period. Community and elected representative calls to action on social media are likely to have been the major contributing factor of these participation rates.

Participation rates have also been analysed based on stakeholder geographic groups, post code areas and stakeholder types.

The following chart shows the breakdown of responses by stakeholder group location.



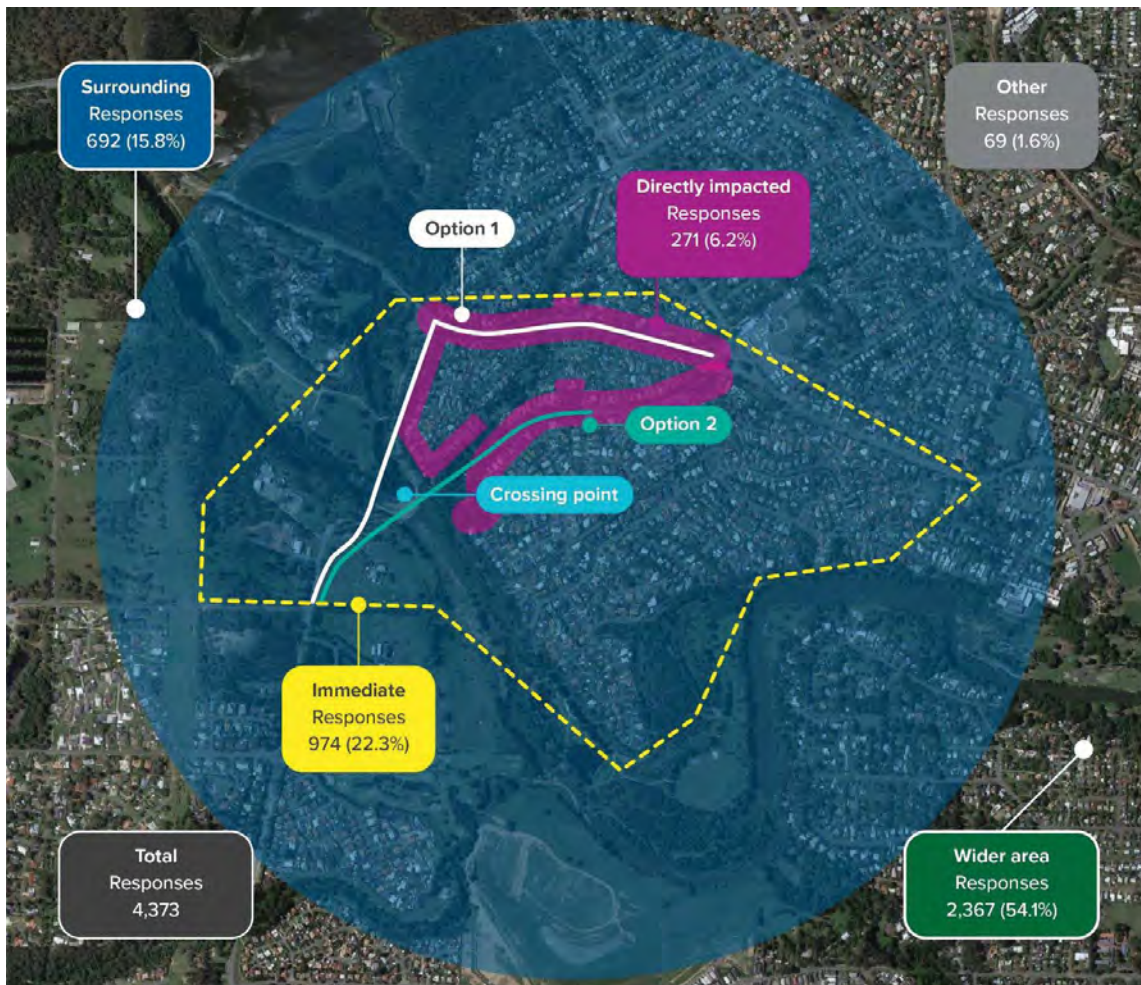


Figure 6: Number of responses by stakeholder geographic tier

The following chart shows the breakdown of responses by post code areas.

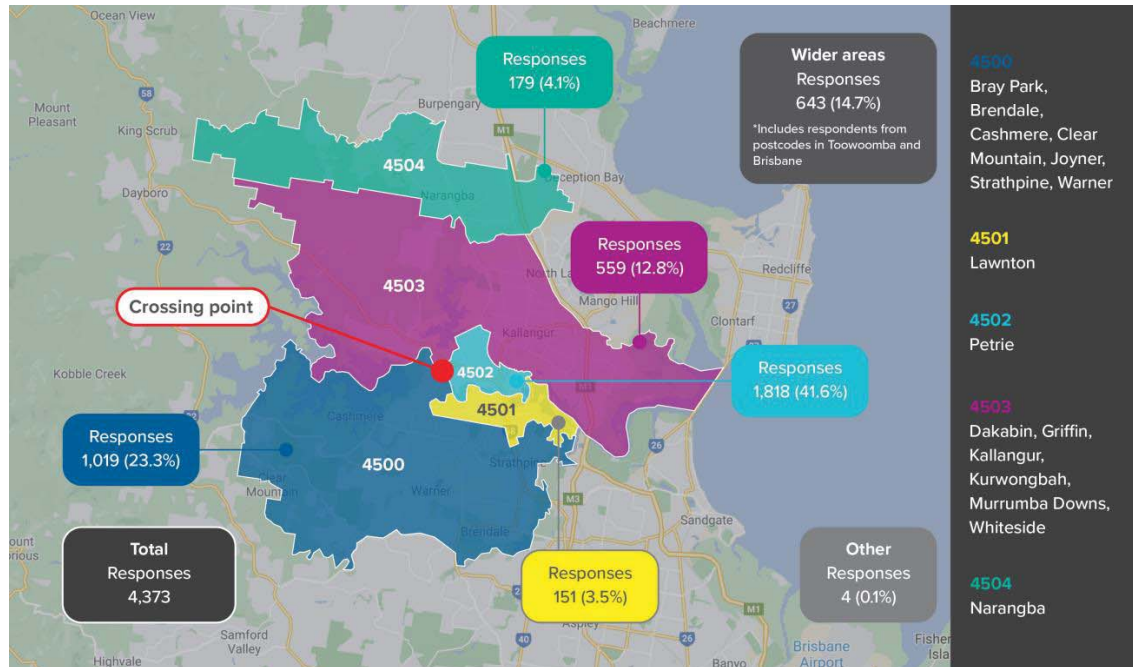


Figure 7: Response rates by post code

During the response process, whether via the online survey, phone or email, respondents were asked to identify themselves by stakeholder type. The stakeholder types included business, community group, resident – owner occupier or property owner, resident – renter or other. Stakeholders who nominated “other” were able to further classify their stakeholder type using a free-form field. Some of the classifications of the “other” stakeholder type included road users, friend or relative, visitor to the area, work locally, those with an environmental interest, potential investor, dependent or living with family, and local community member.

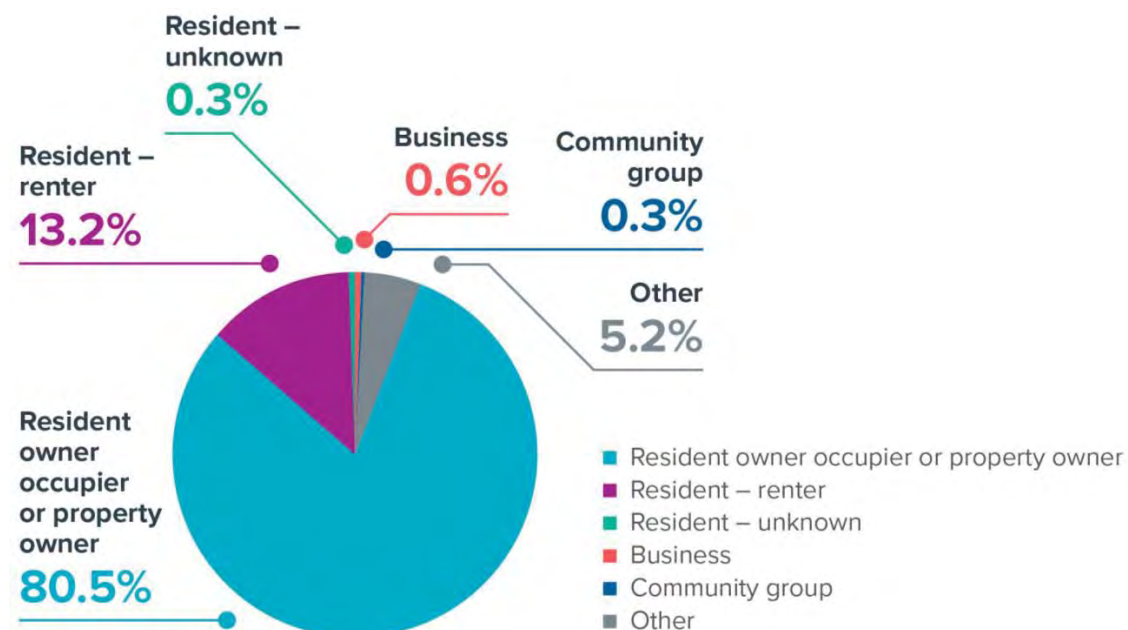


Figure 8: Percentage of responses by stakeholder type



### 3.8. Data capture

To ensure the accurate, efficient and effective collection, management and analysis of feedback from a broad range of stakeholders a number of data collection and management tools and mechanisms were employed. The tools and mechanisms used for the project are listed in Table 5 below.

Table 5: Data collection and management tools and mechanisms

Tool/mechanism	Function
<b>Tool</b>	
Survey	<ul style="list-style-type: none"> <li>Data capture</li> </ul>
Stakeholder interaction form	<ul style="list-style-type: none"> <li>Data capture</li> </ul>
Meeting notes	<ul style="list-style-type: none"> <li>Data capture</li> </ul>
<b>Mechanism</b>	
Open Cities (online survey platform)	<ul style="list-style-type: none"> <li>Data capture and storage</li> </ul>
Project email	<ul style="list-style-type: none"> <li>Feedback capture, storage and response system</li> </ul>
Project hotline	<ul style="list-style-type: none"> <li>Feedback capture, storage and response system</li> </ul>
Stakeholder Interaction Tracker	<ul style="list-style-type: none"> <li>Feedback capture, storage and enquiries management system</li> </ul>
Survey Master Data	<ul style="list-style-type: none"> <li>Data analysis of survey responses</li> </ul>
Responses Master Data	<ul style="list-style-type: none"> <li>Data analysis of all responses</li> </ul>

### 3.9. Optimising survey data

To ensure consistency across data analysis structure and aid interpretation of results, responses received via phone and email interactions were collected using a template consistent with the survey data format.

Some people who completed a survey also provided their feedback via phone, email or both channels. Where their feedback was supplementary, information was recorded against their existing survey. Where it was the same, it was treated as a duplicate and removed for the purpose of analysis.

Removing duplicate responses, where possible, ensured equity for stakeholders with each stakeholder provided one opportunity to submit a response.

### 3.10. Data limitations

Survey data was collected through the Open Cities platform and provided in an Excel spreadsheet format for analysis. There was a requirement for this raw data to be processed to filter responses

to ensure validity of the information, identify duplications and tag information for analysis. As discussed in Section 3.6, duplicates that could be identified, as well as a small number of “test” surveys, were removed for the purpose of analysis to not skew the results.

Stakeholders who did not identify their location, categorised as “other” accounted for only 0.1 per cent of the total number of responses. The preferences and views of these stakeholders have been included in the analysis for “all stakeholders”, however, have not been included in the analysis by stakeholder tier or post code, as they are unable to be categorised accordingly.

Submissions were made via platforms or mechanisms other than those listed above and established by members of the community. In providing a timely, accurate and equitable account of the response to the consultation program, these are noted, however, have not been included as part of the analysis and reporting to reduce the chance of skewed results.

## 4. Insights

The engagement program yielded quantitative and qualitative insights from a range of stakeholders into preferences and concerns in relation to improving the flood immunity of the crossing, travel through the local road network and anticipated impacts of each option.

This section provides the following analysis of all data and feedback provided by participants:

- Insights summary
- Quantitative insights
  - Preferred option summary (breakdown by all stakeholders and stakeholder tiers)
  - Preferred option summary (breakdown by post code)
- Qualitative insights
  - Top issues for all stakeholders
  - Top issues for all stakeholders grouped by option preference
  - Theme analysis – undertaken by exploring the feedback provided about the most frequently discussed issues of each stakeholder tier, based on their option preference
  - Feedback – key stakeholder groups.

### 4.1. Insights summary

The following is a list of insights that have been determined based on analysis of all responses:

#### Preferred option

- Two-thirds of all participants prefer Option 1 (Youngs Crossing Road alignment).
- Directly impacted and immediate stakeholder geographic tiers have a strong preference for Option 1, which relates to the broader property impacts of these residents.
- The surrounding and wider stakeholder groups, which represent the broader community and road users, were divided almost equally between the options. However, stakeholders within the wider tier have a slight preference toward Option 1.

#### General

- Common among all stakeholders was a focus on the unique character of the area being retained by minimising impacts to the environment, particularly koalas and other local fauna and flora, and retaining the attractiveness of the area.
- Many participants considered Option 1 to provide the least impact to the natural environment and the least impact and disruption to neighbouring communities and residents.
- Many participants expressed an interest in how:
  - the impacts to the natural and urban environment would be mitigated and offset
  - increased traffic volumes and related effects on flow and travel times would be managed
  - stakeholders would continue to be informed and consulted on future project stages.
- A common theme among participants was the difficulty in identifying a preferred option that addressed all concerns and priorities. Responses indicate that in some cases neither option completely resolved their concerns and some stakeholders are still apprehensive about the perceived impacts the Project will have on the environment and property values.

- The impact of traffic noise was a high priority concern for directly impacted stakeholders, regardless of their preferred option, as well as for immediate stakeholders who preferred Option 1.
- Making use of the planned road reserve, at the end of Andrew Petrie Drive, was a common high priority issue amongst stakeholders who preferred Option 2.
- A noticeable number of participants expressed they:
  - were thankful to have the opportunity to provide feedback about development in their local area
  - were pleased Council was taking steps to progress a solution to Youngs Crossing Road's congestion and low flood immunity
  - wanted to see this upgrade happen in a timely manner.
- Participants expressed concern about continued access to the Youngs Crossing Park and surrounding recreation area and about impacts to this area's visual amenity.

## Environment

- Environment was the most frequently identified priority or concern amongst all stakeholders, clearly demonstrating the environment is highly valued amongst all types of stakeholders.
- In general, the area of the road reserve at the end of Andrew Petrie Drive was perceived and considered to be part of the designated Tweedale Reserve, particularly by directly impacted and immediate stakeholders.
- Many stakeholders acknowledged that both options would impact upon the environment. Specific concerns were influenced by their location and option preference.
- Regardless of preferred option, participants want to see the safe passage of wildlife accommodated and the impact to the environment mitigated.

## Property impact

- Those who prefer Option 1 are most concerned about the property impacts that Option 2 would have.
- Feedback from stakeholders in the surrounding and wider tiers demonstrated a high level of consideration for the impacts to local residents and local residential communities when assessing each option, with property impact being the second highest identified priority or concern amongst all stakeholders.

## Traffic volume and congestion

- Regardless of the option selected, stakeholders expressed concern around increasing traffic volumes leading to increased congestion and greater noise within the area requiring noise management mitigation. This information should be considered in the next project stage.
- Concerns of congestion largely relate to the capacity of connected road infrastructure to cope with existing congestion issues and an increase in traffic volumes, particularly:
  - the Beeville Road/Dayboro Road roundabout
  - Dayboro Road, between Young Crossing and Beeville roads
  - the intersection of Youngs Crossing and Dayboro roads.
- Participants expressed concern for how increased traffic volumes and related effects on traffic flow and travel times would be managed as part of broader transport planning within the area.

- Traffic volume was a more common concern for those preferencing Option 1 and largely related to the impact of bringing a large amount of traffic through a residential estate.

#### Cost

- Cost was not ranked within the top five issues in the cumulative feedback. Cost was given a lower priority collectively, ranking it as the seventh issue, after travel times, traffic volumes, congestion and noise.
- Cost was perceived differently based on a stakeholder's preferred option:
  - Those preferencing Option 1 considered it to be the cheaper option by not factoring in the estimated cost to the State Government for the Dayboro Road upgrade.
  - Those preferencing Option 2 factored in the Dayboro Road cost, making Andrew Petrie Drive cheaper.

#### Travel time

- Generally, those who preferred Option 2 considered the directness and length of the route as reducing travel time.
- Those who preferred Option 1 generally considered travel time would increase due to the two signalised intersections along Andrew Petrie Drive.
- Travel time was a high consideration for all stakeholders, however, the perceived cause of increased travel time varied amongst stakeholders based on their option preference.
- Feedback about travel time depended upon a participant's location and their regular travel destinations. This was particularly apparent for the surrounding and wider stakeholder tiers.
- Despite reasoning travel times would be improved overall for Option 2, some participants expressed they were unsure the new signalised intersections along this route would allow for improved travel time.
- Many participants expressed they would be willing to go without the forecast travel time savings modelled for Option 2.

## 4.2. Preferred option summary

The following four pie charts show the upgrade options according to the preferences of all stakeholders and the stakeholder tiers.

### Preferred option by stakeholder tiers

Table 6: Preferred option by stakeholder tier

Preferred option by stakeholder tiers	Observation
Chart 1 – option preference amongst all stakeholders	Two-thirds of all stakeholders prefer Option 1.
Chart 2 – option preference amongst immediate stakeholders (including directly impacted)	Directly impacted and immediate stakeholders have a strong preference for Option 1.
Chart 3 – option preference amongst surrounding stakeholders	Preference is divided between both options among surrounding stakeholders.

Chart 4 – option preference amongst wider stakeholders

Preference is skewed slightly toward Option 1 among wider stakeholders.



Figure 9: Option preference by stakeholder tier

### Preferred option by post code area

Responses were analysed by post code areas nearby the project location. Remaining post codes have been categorised as “wider areas”. Those identified as “other” did not identify their address.

Table 7: Preferred option by post code area

Post code	Suburbs	Observation
4500	Bray Park, Brendale, Cashmere, Clear Mountain, Joyner, Strathpine, Warner	Preference is divided among participants from the 4500 post code area.
4501	Lawnton	Close to two-thirds of participants from the 4501 post code area prefer Option 1.



4502	Petrie	Participants from the 4502 post code area have a strong preference for Option 1.
4503	Dakabin, Griffin, Kallangur, Kurwongbah, Murrumba Downs, Whiteside	Preference is closely divided between both options among participants from the 4503 post code area.
4504	Narangba	About two-thirds of participants from the 4504 post code area prefer Option 1.
Wider areas	Postcodes outside of those listed above	Close to two-thirds of participants from the wider area prefer Option 1.

The following map provides a graphical representation of these results.

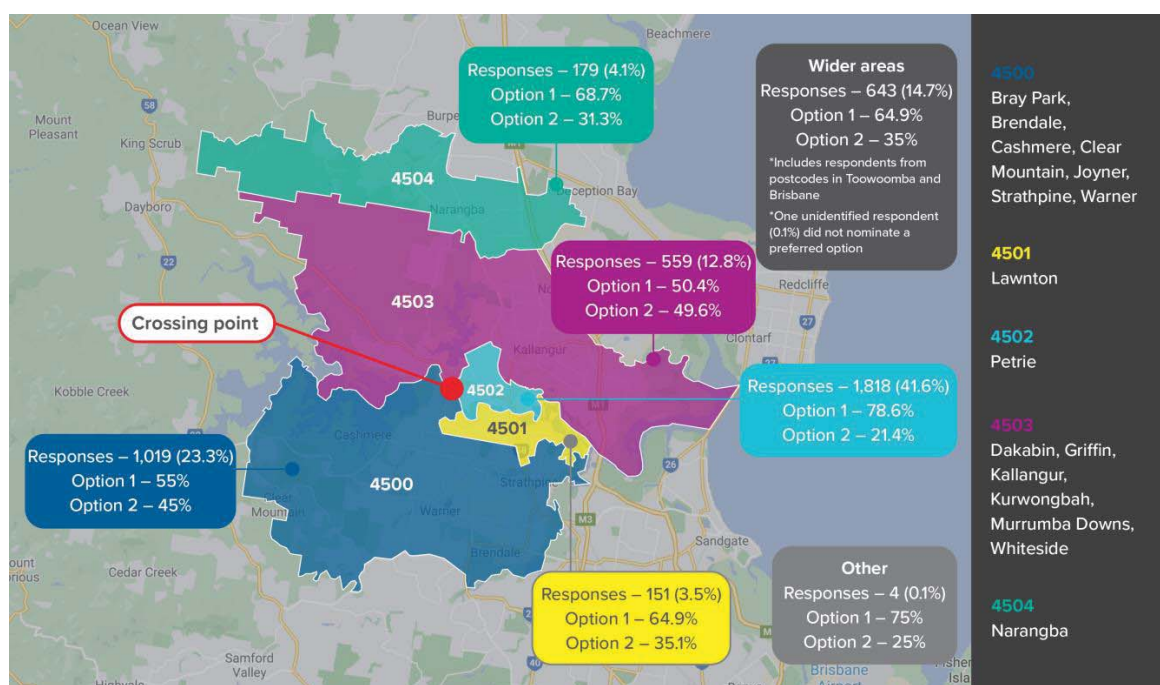


Figure 10: Preferred option by post code area

### 4.3. Top issues

All respondents could provide open ended answers to several survey questions (i.e. feedback was not restricted to a set of options). This allowed participants to express concerns, observations and opinions in their own words.

This section includes:

- top issues for all stakeholders
- issues by preferred option
- top issues by stakeholder and preferred option.

Grouping the issues raised by each stakeholder tier helps explain the reasons for stakeholders within a tier identifying a particular option.

From the free text fields, 27 core issues emerged. These 27 issues and their descriptions are listed in Appendix 13.

## Survey design

The survey was designed in a sequence and of a length to encourage respondents to consider the pros and cons of both options, gain insights about what respondents saw as the appealing and less appealing features and/or impacts of the options and explain the rationale behind their selection of a preferred option.

The final free text question was designed to encourage respondents to consider their responses and provide additional information and/or provide feedback on other aspects of the project.

## Top issues

The following top five issues were identified by stakeholders from accumulated survey, email and phone responses. These identify the top considerations that all stakeholders had, regardless of their preferred option.

Table 8: Top five issues identified among all stakeholders

Top five issues	Description	Observations
1. Environment	Refers to koala habitat, wildlife, vegetation, recreational green space and air pollution.	Environment was the most frequently identified priority or concern amongst all stakeholders, clearly confirming the environment is highly valued amongst all types of stakeholders.
2. Property impact	Refers to property values, neighbourhood amenity and character, disruption to residents and proximity to housing estates/properties.	Property impact was the second highest identified priority or concern amongst all stakeholders, demonstrating the impact upon residents was considered by all participants regardless of their preferred option or stakeholder tier.
3. Traffic – travel time	Refers to travel time and traffic flow.	The efficiency of the proposed road upgrade and ability to reduce travel time, handle the forecast traffic volumes and best manage or mitigate congestion was of key concern among stakeholders.
4. Traffic – volume	Refers to increased or decreased traffic numbers.	
5. Congestion	Refers to traffic congestion including vehicle queuing.	

The following table outlines the top five issues that were identified by all stakeholders from accumulated survey, email and phone responses, depending on whether Option 1 or 2 was the preferred option.



Table 9: Top five identified issues among all stakeholders grouped by option preference

Option 1 preferred (66.6%)	Option 2 preferred (33.4%)	Observations
<ol style="list-style-type: none"> <li>1. Property impact</li> <li>2. Environment</li> <li>3. Traffic – volume</li> <li>4. Noise</li> <li>5. Traffic – travel time</li> </ol>	<ol style="list-style-type: none"> <li>1. Environment</li> <li>2. Traffic – travel time</li> <li>3. Uses planned road reserve</li> <li>4. Congestion</li> <li>5. Youngs Crossing Road/Dayboro Road intersection</li> </ol>	<ul style="list-style-type: none"> <li>Property impact was the top concern for those preferring Option 1, reflecting the greater property impacts of Option 2.</li> <li>Environment and travel times were the areas of commonality among the top issues of each group.</li> <li>Travel time was among the top priorities for all stakeholders, however, it was of higher priority for stakeholders who prefer Option 1 than those who prefer Option 2.</li> <li>Issues relating to road use – travel time, congestion and the condition of the Youngs Crossing Road/Dayboro Road intersection were of a higher priority or concern for those preferring Option 2.</li> </ul>

#### 4.4. Theme analysis

The following table lists the top five issues in prioritised order by stakeholder tier, based on their option preference. The listing of issues reflects how frequently the issue was identified by the stakeholders in the stakeholder tier from highest to lowest.

By grouping the issues most frequently discussed by each stakeholder tier, and according to preferred option, the key themes for stakeholders in each tier and more information about their beliefs and understanding of the options can be identified.

Table 10: Top five issues grouped by stakeholder tier and option preference

Directly impacted (6.2%)	Option 1 preferred (79%)	Option 2 preferred (21%)
	<ol style="list-style-type: none"> <li>1. Property impact</li> <li>2. Environment</li> <li>3. Noise</li> <li>4. Traffic – volume</li> <li>5. Cost</li> </ol>	<ol style="list-style-type: none"> <li>1. Environment</li> <li>2. Noise</li> <li>3. Traffic – travel times (tied)</li> <li>3. Uses planned road reserve (tied)</li> <li>4. Property impact</li> </ol>
Immediate (22.3%)	Option 1 preferred (89.8%)	Option 2 preferred (10.2%)
	<ol style="list-style-type: none"> <li>1. Property impact</li> </ol>	<ol style="list-style-type: none"> <li>1. Environment</li> </ol>

	<ol style="list-style-type: none"> <li>Environment</li> <li>Noise</li> <li>Traffic – volume</li> <li>Traffic – travel time</li> </ol>	<ol style="list-style-type: none"> <li>Uses planned road reserve</li> <li>Congestion</li> <li>Traffic – travel time</li> <li>Youngs Crossing Road / Dayboro Road intersection</li> </ol>
Surrounding (15.8%)	Option 1 preferred (52.5%)	Option 2 preferred (47.5%)
	<ol style="list-style-type: none"> <li>Property impact</li> <li>Environment</li> <li>Traffic – volume</li> <li>Traffic – travel time</li> <li>Congestion</li> </ol>	<ol style="list-style-type: none"> <li>Traffic – travel time</li> <li>Environment</li> <li>Congestion</li> <li>Uses planned road reserve</li> <li>Youngs Crossing Road / Dayboro Road intersection</li> </ol>
Wider area (54.1%)	Option 1 preferred (59.5%)	Option 2 preferred (40.5%)
	<ol style="list-style-type: none"> <li>Environment</li> <li>Property impact</li> <li>Traffic – travel time</li> <li>Cost</li> <li>Traffic – volume</li> </ol>	<ol style="list-style-type: none"> <li>Environment</li> <li>Traffic – travel time</li> <li>Uses planned road reserve</li> <li>Youngs Crossing Road / Dayboro Road intersection</li> <li>Congestion</li> </ol>

The following eight tables explore the reasoning and information provided about the top five issues for each stakeholder tier, based on their preferred option, and notes correlations and observations from the data.

Table 11: Theme analysis – directly impacted stakeholders (Option 1 preference)

Key issue	Reasoning provided by participants	Observations
1. Property impact	<p>Option 2 would:</p> <ul style="list-style-type: none"> <li>reduce property values</li> <li>change the Petrie on Pine estate's existing character</li> <li>reduce the quality of life for residents during and after construction.</li> </ul>	This issue is the second highest priority issue for all stakeholders.
2. Environment	<p>Option 1 was perceived to have the least:</p> <ul style="list-style-type: none"> <li>impact to wildlife in Tweedale Reserve and destruction of koala habitat including trees for koala and clearing of trees and bush</li> </ul>	This was the highest priority issue overall.

	<ul style="list-style-type: none"> <li>increase in air pollution</li> <li>destruction of recreation green space in the corridor.</li> </ul>	
3. Noise	<p>Option 2 would:</p> <ul style="list-style-type: none"> <li>increase road noise created by greater volumes of traffic</li> <li>deliver a bridge height that would enable noise to travel across to the residential estate</li> <li>introduce traffic signals along Andrew Petrie Drive.</li> </ul>	Noise was also a high priority concern for directly impacted stakeholders preferring Option 2.
4. Traffic volume	<p>Option 2 would:</p> <ul style="list-style-type: none"> <li>generate higher number of vehicles, including heavy vehicles travelling through the estate</li> <li>increase congestion within the estate due to increased traffic volume</li> <li>reduce access into and out of the estate due to increased traffic.</li> </ul>	<p>Common for those preferring Option 1 – not a high priority concern for any stakeholder tiers preferring Option 2.</p> <p>Concerns largely relate to impact of bringing a large amount of traffic through an estate.</p>
5. Cost	<p>Option 2:</p> <ul style="list-style-type: none"> <li>is identified as the cheapest overall option (without consideration of the cost to upgrade Dayboro Road)</li> <li>would not receive funding from the Federal Government.</li> <li>is the cheapest option (use saving for other road upgrades).</li> </ul>	Cost of the project was generally perceived differently based on option preference.

Table 12: Theme analysis – directly impacted stakeholders (Option 2 preference)

Key issue	Reasoning provided by participants	Observations
1. Environment	<p>Option 2 would:</p> <ul style="list-style-type: none"> <li>have a reduced impact on koala habitat along Youngs Crossing Road, in the section between the crossing and the Dayboro Road intersection</li> <li>have a reduced impact on koala habitat along Dayboro Road, between Youngs Crossing Road and Beeville Road</li> </ul>	<p>This was the highest priority issue overall.</p> <p>Many stakeholders acknowledged that the environment, and in particular koala habitat, would be impacted regardless of the option.</p>

	<ul style="list-style-type: none"> <li>would have less impact on the significant vegetation in the areas mentioned above</li> <li>would not increase air pollution within their vicinity.</li> </ul>	
2. Noise	Option 1 would generate greater volumes of traffic in close proximity to houses which would lead to increased road noise.	Noise was also a high priority concern for directly impacted stakeholders preferring Option 1.
3. Traffic – travel time (tied)	<p>Option 1 would:</p> <ul style="list-style-type: none"> <li>increase travel time for residents of Petrie on Pine estate and North Pine estate due to being a less direct route</li> <li>result in greater congestion at the intersection of Youngs Crossing Road and Dayboro Road.</li> </ul>	<p>This was the third highest priority issue for all stakeholders.</p> <p>Common for those preferencing Option 2 to consider route directness as reducing travel time.</p> <p>Despite reasoning that Option 2 would improve travel times, some were unsure if new signalised intersections along this route would contribute to this outcome.</p>
3. Uses planned road reserve (tied)	Option 2 would use the planned road reserve (many of these respondents had considered this reserve when purchasing property on or in the proximity of the current Youngs Crossing Road alignment).	<p>Common high priority issue amongst stakeholders preferring Option 2.</p> <p>Some expressed their belief that other property owners should have based their property purchasing decision on the planned use of the road reserve in Andrew Petrie Drive, as they had done.</p>
4. Property impact	<p>Option 1 would:</p> <ul style="list-style-type: none"> <li>create more visual and noise impacts due to the upgrading of Dayboro Road between Youngs Crossing and Beeville roads</li> <li>reduce property values</li> </ul>	<p>Property impact was ranked lower for directly impacted stakeholders preferring Option 2, compared to those with an Option 1 preference.</p> <p>Despite concerns about the property value impact of Option 1, some of these participants acknowledged Option 2 would impact on the character of the wider Petrie on Pine Estate community.</p>

Table 13: Theme analysis – immediate stakeholders (Option 1 preference)

Key issue	Reasoning provided by participants	Observations
1. Property impact	<p>Option 2 would:</p> <ul style="list-style-type: none"> <li>have the most impact on people living in the area</li> <li>impact upon Petrie on Pine Estate's visual amenity and existing character</li> <li>reduce property values</li> <li>impact upon quality of life for Petrie on Pine Estate residents.</li> </ul>	This issue is the second highest priority issue for all stakeholders.
2. Environment	<p>Option 2 would:</p> <ul style="list-style-type: none"> <li>require the most amount of vegetation to be removed</li> <li>impact on the koala habitat in Tweeddale Reserve</li> <li>destroy the recreational green space.</li> </ul>	<p>This was the highest priority issue overall.</p> <p>Many stakeholders acknowledged the environment, and in particular koala habitat, would be impacted regardless of the option.</p>
3. Noise	<p>Option 2 would:</p> <ul style="list-style-type: none"> <li>bring high volumes of noisy traffic through a quiet residential area</li> <li>create noise impacts both during and after construction.</li> </ul>	Noise was also a high priority concern for directly impacted stakeholders regardless of option preference.
4. Traffic – volume	<p>Option 2 would:</p> <ul style="list-style-type: none"> <li>bring large amounts of traffic through a residential estate</li> <li>cause access issues for estate residents due to a high number of vehicles using Andrew Petrie Drive</li> <li>bring more noise, pollution and congestion to the estate due to increased traffic volume.</li> </ul>	<p>Common among those preferencing Option 1 – not a high priority concern for any stakeholder tiers preferencing Option 2.</p> <p>Concerns largely relate to impact of bringing a large amount of traffic through an estate.</p>
5. Traffic – travel time	<p>Option 2 would increase travel time due to:</p> <ul style="list-style-type: none"> <li>the installation of two signalised intersections along Andrew Petrie Drive</li> <li>increased volumes of traffic through the Petrie on Pine estate causing congestion at the estate's access points</li> </ul>	<p>This was the third highest priority issue overall.</p> <p>Common for those preferencing Option 1 to consider the two signalised intersections increasing travel time.</p> <p>Some participants did not consider the forecast 20 to 30 second reduction in travel time to</p>

	<ul style="list-style-type: none"> <li>the introduction of slower, heavier vehicles travelling along Andrew Petrie Drive.</li> </ul>	outweigh the other perceived impacts of Option 2.
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Table 14: Theme analysis – immediate stakeholders (Option 2 preference)

Key issue	Reasoning provided by participants	Observations
1. Environment	<p>Option 2 would:</p> <ul style="list-style-type: none"> <li>require the removal of less wildlife habitat and vegetation, especially that of value to koalas</li> <li>retain more significant vegetation, including mature figs and gum trees</li> <li>preserve fauna and flora along Youngs Crossing Road</li> <li>deliver more green space and outdoor recreation area, should Youngs Crossing Road be decommissioned</li> <li>preserve the North Pine River's habitat at Youngs Crossing.</li> </ul>	<p>This was the highest priority issue overall.</p> <p>Many stakeholders acknowledged that the environment, and in particular koala habitat, would be impacted regardless of the option.</p>
2. Uses planned road reserve	<p>Option 2 is preferred due to:</p> <ul style="list-style-type: none"> <li>the existing road reserve at the end of Andrew Petrie Drive having been planned for this purpose for some time</li> <li>most of Andrew Petrie Drive already being four lanes.</li> </ul>	Common high priority issue amongst stakeholders preferring Option 2.
3. Congestion	<p>Option 1 would:</p> <ul style="list-style-type: none"> <li>not address the existing congestion at the intersection of Youngs Crossing and Dayboro roads.</li> <li>mean forecast increases in traffic would generate more congestion at the intersection of Youngs Crossing and Dayboro roads.</li> <li>have more congestion, as the roundabout at Beeville and Dayboro roads was less likely to become congested than the intersection of Youngs Crossing and Dayboro roads.</li> </ul>	Congestion concerns largely relate to the capacity of existing connecting road infrastructure and its ability to cope with an increase in traffic volume.

4. Traffic – travel time	<p>Option 2 would reduce travel time, based on it:</p> <ul style="list-style-type: none"> <li>providing a shorter, more direct route for the majority of commuters which would reduce congestion</li> <li>improving traffic flow with the delivery of four lanes across the entire route, in comparison to Option 1 relying on a future upgrade of Dayboro Road to four lanes</li> <li>reducing traffic travelling along Dayboro Road</li> <li>providing more traffic breaks for entering traffic (at the signalised intersections along Andrew Petrie Drive).</li> </ul>	<p>This was the third highest priority issue overall.</p> <p>Common for those preferencing Option 2 to consider route directness would reduce travel time.</p> <p>In comparison to those preferencing Option 1, some respondents felt the two signalised intersections would reduce travel time.</p>
5. Youngs Crossing Road/ Dayboro Road intersection	<p>Option 1 would not fix the current congestion issues at the intersection of Youngs Crossing and Dayboro roads.</p>	<p>Common high priority issue amongst stakeholders preferring Option 2.</p>

Table 15: Theme analysis – surrounding stakeholders (Option 1 preference)

Key issue	Reasoning provided by participants	Observations
1. Property impact	<p>Option 2 would:</p> <ul style="list-style-type: none"> <li>impact upon Petrie on Pine Estate's residents and quiet suburban streets</li> <li>split the estate, causing loss of the estate's character</li> <li>bring 20,000 vehicles through an estate, impacting the community.</li> </ul>	<p>This issue is the second highest priority issue for all stakeholders.</p> <p>Despite not being located within the immediate vicinity of the project, many surrounding stakeholders considered the impacts to local residents.</p>
2. Environment	<p>Option 2 would:</p> <ul style="list-style-type: none"> <li>destroy a larger area of vegetation and koala habitat</li> <li>destroy Tweedale Reserve</li> <li>create more air pollution.</li> </ul>	<p>This was the highest priority issue overall.</p> <p>Many stakeholders acknowledged that the environment, and in particular koala habitat, would be impacted regardless of the option.</p>
3. Traffic - volumes	<p>Option 2 would:</p>	<p>Common for those preferencing Option 1 – not a high priority</p>

	<ul style="list-style-type: none"> <li>bring large numbers of vehicles through suburban streets that are unlikely to handle the extra volume</li> <li>put extra pressure on the Dayboro Road/Beeville Road roundabout, which is unlikely to handle the extra volume.</li> </ul>	<p>concern for any stakeholder tiers preferencing Option 2.</p> <p>Concerns largely relate to impact of bringing a large amount of traffic through an estate.</p> <p>A considerable number of stakeholders suggested the Beeville Road/Dayboro Road roundabout would need to be converted to a signalised intersection to handle the changed traffic volumes should Option 2 go ahead.</p>
4. Traffic – travel time	<p>Option 2 would:</p> <ul style="list-style-type: none"> <li>increase travel time due to the two planned signalised intersections along Andrew Petrie Drive</li> <li>increase travel time for people travelling to Dayboro</li> <li>increase travel time for people who travel towards Dayboro from Joyner/Warner (and vice versa).</li> </ul>	<p>This was the third highest priority issue for all groups.</p> <p>Common for those preferencing Option 1 to consider the two signalised intersections as increasing travel time.</p> <p>Feedback about travel time was dependent upon a participant's location and their regular travel destinations. This was particularly apparent for the surrounding and wider stakeholder tiers.</p>
5. Congestion	<p>Option 2 would:</p> <ul style="list-style-type: none"> <li>create a lot of congestion at the Beeville Road/Dayboro Road roundabout</li> <li>create congestion along Andrew Petrie Drive, particularly due to the two planned signalised intersections</li> </ul> <p>Option 1 would:</p> <ul style="list-style-type: none"> <li>limit congestion as it would avoid a built-up area</li> <li>reduce congestion at the intersection of Youngs Crossing Road and Dayboro Road once it was upgraded</li> <li>be less likely to cause congestion near the school.</li> </ul>	<p>Congestion concerns largely relate to the capacity of existing connecting road infrastructure and its ability to cope with an increase in traffic volume.</p>



Table 16: Theme analysis – surrounding stakeholders (Option 2 preference)

Key issue	Reasoning provided by participants	Observations
1. Traffic – travel time	<p>Option 2 would:</p> <ul style="list-style-type: none"> <li>provide better connectivity for the majority of traffic through to the Beeville Road/Dayboro Road roundabout</li> <li>provide a faster, more direct route to locations such as the Petrie train station and nearby university campus</li> <li>provide a faster, more direct route to Warner and onwards to Brisbane</li> <li>allow better traffic flow due to the signalised intersections along Andrew Petrie Drive.</li> </ul>	<p>This was the third highest priority issue overall.</p> <p>Common for those preferencing Option 2 to consider route directness would reduce travel time.</p> <p>Feedback about travel time depended upon a participant's location and their regular travel destinations. This was particularly apparent for the surrounding and wider stakeholder tiers.</p>
2. Environment	<p>Option 2 would:</p> <ul style="list-style-type: none"> <li>have less impact on wildlife, particularly koalas</li> <li>cause less destruction of vegetation, including the mature gum and large fig trees</li> <li>not impact upon the vegetation and habitat at Sideling Creek.</li> </ul>	<p>This was the highest priority issue overall.</p> <p>Many stakeholders acknowledged that the environment, and in particular koala habitat, would be impacted regardless of the option.</p>
3. Congestion	<p>Option 1 would:</p> <ul style="list-style-type: none"> <li>not fix the congestion currently experienced at the intersection of Youngs Crossing Road and Dayboro Road</li> <li>be a more congested route than Option 2 because the Beeville Road/Dayboro Road roundabout is less likely to become congested than the intersection at Youngs Crossing and Dayboro roads.</li> </ul>	<p>Congestion concerns largely relate to the capacity of existing connecting road infrastructure and its ability to cope with an increase in traffic volume.</p>
4. Uses planned road reserve	<p>Option 2 would:</p> <ul style="list-style-type: none"> <li>use the road reserve that was originally designed for future transport planning</li> <li>better cater for more traffic because the road reserve and Andrew Petrie Drive are already wide enough.</li> </ul>	<p>Common high priority issue amongst stakeholders preferring Option 2.</p>

5. Youngs Crossing Road/Dayboro Road intersection	Option 1 would not alleviate the current congestion and safety issues experienced at the intersection of Youngs Crossing and Dayboro roads.	Common high priority issue amongst stakeholders preferring Option 2.
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Table 17: Theme analysis – wider stakeholders (Option 1 preference)

Key issue	Reasoning provided by participants	Observations
1. Environment	Option 2 would: <ul style="list-style-type: none"> <li>have less impact on vegetation</li> <li>have more impact on koala habitat and other wildlife</li> <li>impact upon Tweedale Reserve bushland and the recreational green space in the road reserve.</li> </ul>	This was the highest priority issue overall. Many stakeholders acknowledged that the environment, and in particular koala habitat, would be impacted regardless of the option.
2. Property impact	Option 2 would: <ul style="list-style-type: none"> <li>have more impact on Petrie on Pine Estate residents</li> <li>mean a significant amount of traffic would be re-routed through a residential development</li> <li>reduce local property values.</li> </ul>	This issue is the second highest priority issue for all stakeholders. Despite not being located within the immediate vicinity of the project, wider stakeholders demonstrated consideration for the impacts to local residents.
3. Traffic – travel time	Option 2 would increase travel time due to: <ul style="list-style-type: none"> <li>heavy vehicles having to travel a less direct route</li> <li>the two sets of signalised traffic lights along Andrew Petrie Drive</li> <li>the route not being the most direct for those travelling to/from Whiteside/Dayboro and using Scout Road to Narangba</li> <li>being a longer route for those heading towards Old Petrie Town from Warner</li> <li>creating more congestion at the Beeville Road/Dayboro Road roundabout.</li> </ul>	This was the third highest priority issue overall. Common for those preferencing Option 1 to consider the two signalised intersections as increasing travel time. Feedback about travel time depended upon a participant's location and their regular travel destinations. This was particularly apparent for the surrounding and wider stakeholder tiers.
4. Cost	Option 2 would be more expensive and would not receive the funding committed by the Federal Government.	Cost of the project was generally perceived differently based on option preference, however, cost did not rank within the top issues.

5. Traffic - volume	<p>Option 2 would:</p> <ul style="list-style-type: none"> <li>mean a significant amount of traffic would be re-routed through a residential development</li> <li>mean more traffic using the Beeville Road/Dayboro Road roundabout.</li> </ul>	<p>Common for those preferencing Option 1 – not a high priority concern for any stakeholder tiers preferencing Option 2.</p> <p>Concerns largely relate to impact of bringing a large amount of traffic through an estate.</p>
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Table 18: Theme analysis – wider stakeholders (Option 2 preference)

Key issue	Reasoning provided by participants	Observations
1. Environment	<p>Option 1 would impact:</p> <ul style="list-style-type: none"> <li>more koala and other wildlife habitat, specifically along Youngs Crossing Road, in the Merv Ewart Reserve and near Sideling Creek.</li> <li>mature gum trees along Youngs Crossing Road and Dayboro Road</li> <li>impact vegetation and wildlife habitat at Youngs Crossing</li> <li>more upon the green space recreation area at Youngs Crossing.</li> </ul>	<p>This was the highest priority issue overall.</p> <p>Many stakeholders acknowledged the environment, and in particular koala habitat, would be impacted regardless of the option.</p>
2. Traffic – travel time	<p>Option 1 would:</p> <ul style="list-style-type: none"> <li>provide a less direct route and would have a longer travel time for those travelling between Petrie and Joyner/Warner (majority of traffic)</li> <li>mean delays and detours during construction would increase travel time</li> <li>cause more congestion along Dayboro Road if it is not upgraded</li> <li>be the least direct route for the majority of traffic that comes to/from Petrie and Beeville Road</li> </ul>	<p>This was the third highest priority issue overall.</p> <p>Common for those preferencing Option 2 to consider route directness as reducing travel time.</p> <p>It was apparent that these stakeholders were more concerned about increased travel time due to delays and detours during construction.</p>
3. Uses planned road reserve	<p>Option 2 uses the planned road reserve at the end of Andrew Petrie Drive and has been planned to accommodate higher traffic volumes.</p>	<p>Common high priority issue amongst stakeholders preferring Option 2.</p>
4. Youngs Crossing Road/Dayboro	<p>Option 1 would not alleviate the current congestion and safety issues</p>	<p>Common high priority issue amongst stakeholders preferring Option 2.</p>

Road intersection	experienced at the intersection of Youngs Crossing and Dayboro roads.	
5. Congestion	<p>Option 1 would:</p> <ul style="list-style-type: none"> <li>not alleviate the congestion experienced at the intersection of Youngs Crossing and Dayboro roads</li> <li>become more congested as more vehicles use the route, particularly if Dayboro Road isn't upgraded to four lanes.</li> </ul> <p>Option 2 would better handle congestion as traffic feeds into a roundabout as opposed to a signalised intersection.</p>	Concerns of congestion largely relate to the capacity of existing connecting road infrastructure to cope with an increase traffic volume.

#### 4.5. Feedback – key stakeholder groups

Eight key stakeholder groups out of the groups directly informed about the consultation period by Council provided a response. One response consolidated the views of three different environment groups.

They included community, businesses, environment and cultural heritage groups and provided feedback by either completing a survey, making a written submission to the project team, emailing feedback to the project team or requesting a meeting with Council.

Based on the feedback received, the following observations can be made:

- Feedback from these stakeholder groups shows consideration of the options according to shared community values but reflects very different views on what option provides the most benefit to these values.
- The feedback also highlights a difference in the interpretation of the information provided about the project. This indicates residents and community members perceived and assessed the Project impacts in different ways than the key stakeholder groups.
- Feedback from these stakeholder groups show consideration of others, a shared sense of community values and the intention to support outcomes that achieve a common good.

The following summaries reflect the views and preferences expressed by the stakeholder groups that participated in the engagement program.

The names of the groups have been removed for the purpose of protecting privacy. Key issues or points of consideration have also been removed where it identifies the stakeholder group.

Table 19: Summary of feedback from key stakeholder groups

Stakeholder group 1 (prefers Option 2)
<p>Key issues/points of consideration include:</p> <ul style="list-style-type: none"> <li>provides more efficiency and flexibility for our business</li> <li>improves the split of traffic with new road connecting to a roundabout with three options not a T-intersection</li> <li>takes the opportunity to better align the local road network with current and future requirements of road users</li> <li>minimal impact to residents.</li> </ul>
Stakeholder group 2 (prefers Option 2)
<p>Key issues/points of consideration include:</p> <ul style="list-style-type: none"> <li>no money put aside for Option 1 to upgrade the intersection at Dayboro Road</li> <li>intersection of Youngs Crossing/Dayboro roads already becomes a bottleneck</li> <li>money has been set aside for the upgrade of intersections in Option 2</li> <li>Option 2 utilises the existing infrastructure on Andrew Petrie Drive that was put in place when the estate was developed</li> <li>it makes sense to channel the traffic flow directly to the Beeville Road intersection rather than creating a massive T-junction at Dayboro Road</li> <li>Option 2 will preserve the environment around Sideling Creek and the Merv Ewart Reserve, leaving this area for the enjoyment of the local community</li> <li>less impact on local koala habitat and possibly creating an opportunity to enhance the existing area creating a safer zone for the indigenous wildlife population.</li> </ul>
Stakeholder group 3 (prefers Option 2)
Key issues/points of consideration include that Option 2 provides an easier flow of traffic in the area.
Stakeholder group 4 (prefers Option 1)
<p>Key issues/points of consideration include:</p> <ul style="list-style-type: none"> <li>disturbs the least amount of ground by predominantly following the current road alignment</li> <li>a large fig tree may be impacted by the bridge and prefer for it to be left undisturbed - if unable to be practically avoided then stakeholder group 4 would like the opportunity to collect seeds or cuttings for propagation and replanting in the vicinity of the bridge.</li> </ul>
Stakeholder group 5 (prefers Option 1)
<p>Key issues/points of consideration include:</p> <ul style="list-style-type: none"> <li>provides for most direct route</li> <li>reduces haulage costs, greenhouse gas emissions and impacts on residents</li> <li>utilises traffic lights which are more efficient for traffic movement than roundabouts associated with Option 2.</li> </ul>

## Stakeholder group 6 (prefers Option 2)

Key issues/points of consideration include:

- financial value provided by Option 2 when the Dayboro Road upgrade is included
- increased access to Petrie on Pine Estate for residents and emergency vehicles
- minimises existing traffic congestion caused by trucks from quarries at the intersection of Youngs Crossing and Dayboro roads.

## Stakeholder group 7 (no preferred option)

Key issues/points of consideration include:

- the impact to regeneration areas
- opportunities to improve koala habitat
- opportunities to improve connectivity and movement corridors for koalas.

The community group did not identify a preferred option, however, the feedback from this group reflected a strategic view of the Project and its interrelationship with other areas of environmental value in the region. The group indicated it had accepted an option would be delivered and both options would impact on the environmental values of the immediate area. The group preferred to focus on what could be done after an option was selected to reduce impacts to the immediate area as well as enhance environmental values in other areas within the region.

## Stakeholder group 8 (prefer Option 2)

Key issues/points of consideration include:

- the retention of lowland rainforest habitat
- inclusion of koala movement infrastructure
- safe funnelling of koalas under the bridge.



## 5. Recommendations

The following recommendations outlined in Table 20 are proposed for engagement and communication around the next phases of the project.

**Table 20: Recommendations for next steps**

Recommendation	Description
Consistent and continuous communication	<p>The large response rate has demonstrated a community passionate about the issues and opportunities associated with the project. A large proportion of these respondents opted to continue to receive updates about the Project.</p> <p>Continuing this discussion with no information gaps will protect Council against misinformation building in the community and continue to grow trust within the community.</p>
Ongoing access to information	<p>The community will want to access information to address their concerns and providing this is integral to the ongoing success of engaging the community through the Project's next phases. Continuing with website updates, project newsletters, a dedicated 1800 and email contact will assist in this process.</p>
Issues analysis	<p>The information provided within the qualitative data in the responses, as well as in submissions and letters to Council, will assist to inform future communication needs.</p> <p>Assessing this information in further detail will enable accurate communication collateral to be developed for the next phases, identify requests for future project considerations or involvement and ensure positive relationships built through the consultation period can continue.</p>
Further engagement	<p>In line with the information Council communicated during the preliminary planning and design consultation period, stakeholders and the community expect further consultation to be undertaken in the detailed design phase, which is expected to occur in early 2021.</p>

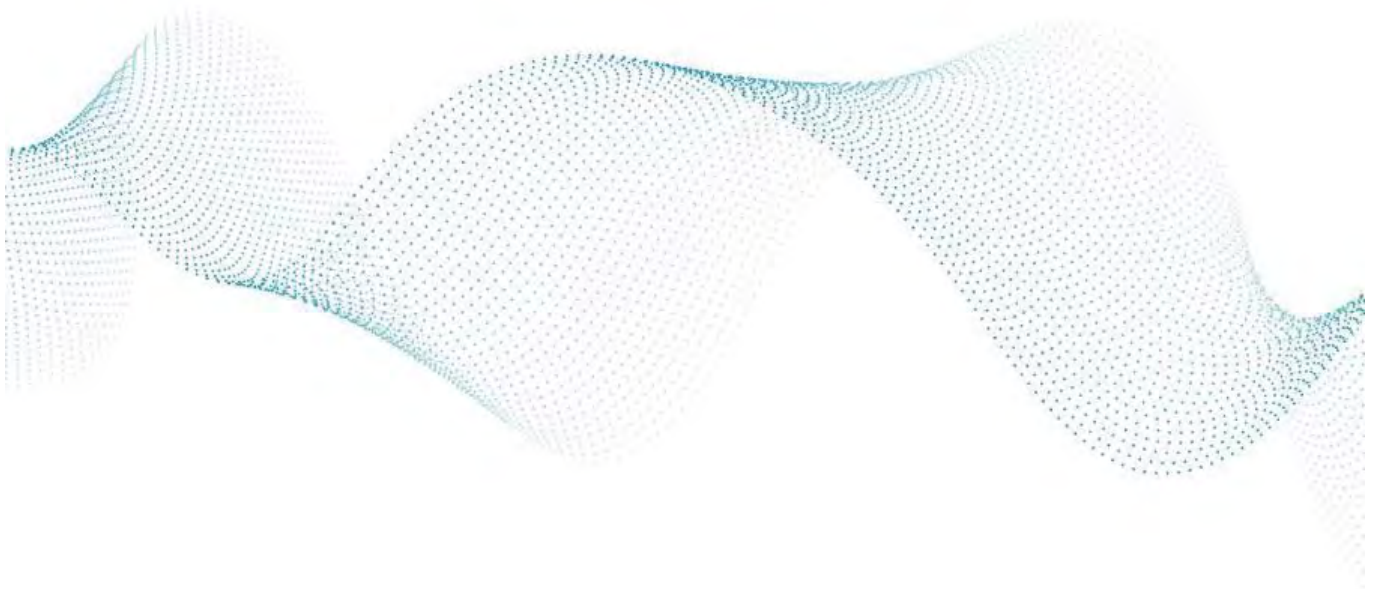
# Youngs Crossing – Bridge and Road Construction Project

Consultation Report - Appendix  
Moreton Bay Regional Council


October 2020

## Appendix 1

### Frequently Asked Questions



## Frequently Asked Questions page (published 1pm on 7 September 2020)



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## Youngs Crossing upgrade - Frequently asked questions

Preliminary planning and design work to upgrade Youngs Crossing Road at Joyner where the road crosses the North Pine River at Youngs Crossing has begun.

Council is currently seeking feedback on the proposed upgrade options. Consultation will be open until 2 October 2020.

[View project information](#)

- [Why does Youngs Crossing need to be upgraded?](#)
- [How will the upgrade benefit the community?](#)
- [What does the upgrade involve?](#)
- [What are the proposed upgrade options?](#)
- [What are the benefits and impacts of both options?](#)
- [How much will the upgrade cost?](#)
- [How high will the bridge be?](#)
- [Will residents be able to see the roadway?](#)
- [How will access to Youngs Crossing Park be affected by the upgrade?](#)
- [How will the upgrade be delivered?](#)
- [When will a preferred alignment be announced?](#)
- [Will more consultation opportunities be provided in future project stages?](#)
- [How can the community participate?](#)
- [When does consultation end?](#)
- [How will community feedback be considered when identifying a preferred route?](#)

### Why does Youngs Crossing need to be upgraded?

Youngs Crossing has low flood immunity and since 2010 has closed an average of 4.5 days a year following rain events and water releases from North Pine Dam. The closure of Youngs Crossing causes delays and congestion on surrounding local roads and economic impacts across the region.

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### How will the upgrade benefit the community?

Upgrading Youngs Crossing will provide flood immunity during heavy rain events and subsequent water releases from North Pine Dam and Siding Creek. The upgrade will also increase road capacity, improve road safety, and reduce traffic delays and congestion on Youngs Crossing Road. Dedicated on-road bicycle lanes and shared paths will also be provided.

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### What does the upgrade involve?

The upgrade will involve constructing a new bridge, to provide approximately 10 metres of clearance above the current crossing and undertaking associated road works. Based on flood modelling and environmental considerations Council has developed concept designs for two proposed upgrade options.

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### What are the proposed upgrade options?

Two options have been proposed for consideration and feedback:

#### Option 1 – Youngs Crossing Road existing alignment

- This option generally follows the existing alignment of Youngs Crossing Road.
- This option involves constructing a new four-lane bridge (approximately 160m long) and associated road works (approximately 940m in length).
- This route will involve construction of a four-lane signalised intersection where Youngs Crossing Road connects with Dayboro Road in Petrie.
- In this option, the state-controlled Dayboro Road would need to be upgraded in the future which currently is not funded.

#### Option 2 – Andrew Petrie Drive alignment

- This option uses the road reserve south of Andrew Petrie Drive to link with the Dayboro Road and Beeville Road roundabout in Petrie.
- This land was preserved by the former Pine Rivers Shire Council around 30 years ago for possible use as a road.
- This route will involve constructing a new four-lane bridge (approximately 180m long) and associated road works (approximately 1340m in length).
- The alignment for Option 2 follows the existing preserved road reserve corridor along Andrew Petrie Drive and will connect through traffic to the Dayboro Road and Beeville Road roundabout.
- This option also includes the provision of two sets of Council-controlled traffic signals along Andrew Petrie Drive.

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## ITEM 2.2 - YOUNGS CROSSING ROAD UPGRADE - FINAL APPROVAL - A20727400 (Cont.)

### What are the benefits and impacts of both options?

Both route options have benefits and impacts. These include environmental, noise, traffic volume, community amenity and traffic access considerations. The local community and road users are encouraged to consider these throughout the consultation period.

#### Option 1 – Youngs Crossing Road existing alignment

- minimal change to the existing route
- shorter bridge span
- dedicated on-road bicycle lanes and shared paths
- improve the Youngs Crossing Road and Protheroe Road intersection
- provide an elevated bridge that will provide Q100 flood immunity.

#### Option 2 – Andrew Petrie Drive alignment

- provide an elevated bridge that will provide Q100 flood immunity
- reduce travel times between Beeville Road and Protheroe Road by 20-30 seconds
- provide faster access from the Petrie on Pine estate to areas in the south including Joyner, Bray Park, Lawnton and surrounds
- reduced impact on significant vegetation
- provide a second emergency vehicle access point to Petrie on Pine estate
- not require a future upgrade to Dayboro Road
- provide dedicated pedestrian and on-road bicycle lanes
- deliver improvements to the Youngs Crossing Road and Protheroe Road intersection
- will be constructed off-line with minimal disruption to traffic.

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### How much will the upgrade cost?

Each proposed option is expected to cost between \$49m - \$56m.

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### How high will the bridge be?

For both Option 1 and Option 2 the bridge will be approximately 10 metres higher than the existing crossing.

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### Will residents be able to see the roadway?

#### Option 1 – Youngs Crossing Road existing alignment

- The new bridge and its approaches will be elevated to provide long-term flood immunity.
- Sections of the elevated roadway will be visible to some residents living along the western edge of the Petrie on Pine estate.
- The elevated roadway will present some new noise and amenity impacts for approximately 20 – 25 properties.
- Council will work to mitigate these impacts by effectively using sound barriers and other screens, including vegetation.
- A future upgrade to state-controlled Dayboro Road would impact around 50 properties.

#### Option 2 – Andrew Petrie Drive alignment

- The new bridge and its approaches will be elevated to provide long-term road reliability.
- Some sections of the elevated roadway will be visible to residents living along the road reserve south of Andrew Petrie Drive (around 27 properties).
- There are also a large number of properties within the Petrie on Pine estate that use Andrew Petrie Drive as an access road on a daily basis.
- Current traffic flows are in the order of 5000 vehicles per day, this will increase to 20,000 vehicles per day if this route is chosen.
- The elevated roadway will present some new noise and amenity impacts for these residents. Council will work to mitigate these impacts by effectively using sound barriers and other screens, including vegetation.

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### How will access to Youngs Crossing Park be affected by the upgrade?

Council understands the importance of amenity in the area and is committed to maintaining access to Youngs Crossing Park and the popular swimming spot. Council is still exploring what the best access point to Youngs Crossing Park will be and will consult the community on this during the detailed design stage of the project.

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### How will the upgrade be delivered?

The upgrade of Young Crossing will be delivered in three stages including:

- early planning and design
- detailed design
- construction.

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## When will a preferred alignment be announced?

Community consultation on the early planning stage of the project will close on 2 October 2020. Community feedback received during the consultation period will be presented into a report for Council to consider.

To keep the project progressing Council is expected to make a formal decision by the end of 2020.

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## Will more consultation opportunities be provided in future project stages?

Yes, once a preferred route has been identified the project will progress to the detailed design stage where factors such as bridge capacity, road formation and embankments, visual amenity, noise, environment and construction impacts will be considered. Council will continue to engage with the community throughout this next stage to work through concerns and provide information updates about the project.

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## How can the community participate?

Council is seeking feedback on the proposed upgrade options.

Have your say by:

- participating in the [online survey](#)
- phoning the project team on [1800 565 930](tel:1800565930), available from 8:30 AM to 5:00 PM, Monday to Friday
- emailing [youngscrossing@moretonbay.qld.gov.au](mailto:youngscrossing@moretonbay.qld.gov.au).

[Back to question ↗](#)

## When does consultation end?

Council is seeking feedback on the proposed upgrade options up until 2 October 2020.

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## How will community feedback be considered when identifying a preferred route?

Council's decision on the preferred route will be informed by the outcomes of the community engagement process and other factors such as cost, environment and technical consideration.

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## Frequently Asked Questions page

Additional one question (published 4pm on 17 September 2020)

### Where does traffic flow to and from Youngs Crossing Road?

Regarding northbound traffic flows along Youngs Crossing Road, counts have indicated:

- around 29% of vehicles turn left into Dayboro Road (heading towards Dayboro)
- around 71% of vehicles turn right into Dayboro Road (heading towards Petrie)

For southbound traffic on Youngs Crossing Road:

- around 27% of vehicles enter from the Dayboro direction
- around 73% of vehicles enter from the Petrie direction

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## Frequently Asked Questions page Additional four questions (published on 18 September 2020)

### How will the project affect local vegetation?

Vegetation will be impacted for both route options. For Option 1, there will be an impact to 2.7 hectares including to lowland rainforest, koala habitat and restoration areas and this includes very large native figs, rainforest species and gum trees. For Option 2, there will be an impact to 3.1 hectares including to riparian forest, koala habitat and restoration areas. Regardless of the chosen option, the detailed design will seek to reduce potential impacts to vegetation in collaboration with specialist environmental consultants, as well as create safe and ongoing movement opportunities for fauna.

During initial investigations of Option 1, Council identified impacts on land considered to be environmentally sensitive. Council examined altering the alignment of Option 1 and moving the location of the bridge further west at the edges of the Pine Rivers Pony Club paddock. This change would have avoided the part of land with denser vegetation including mature Moreton Bay fig trees. Changing the alignment would have resulted in a longer and more expensive bridge, increasing the cost of Option 1 by \$24.5 million.

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### What will happen to Youngs Crossing Road if Option 2 (Andrew Petrie Drive) is chosen?

It's expected the existing Youngs Crossing Road connection at Dayboro Road will close with no through traffic. Access arrangements to the swimming hole and surrounding facilities will be developed during the detailed design phase, in consultation with stakeholders.

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### Why not have both Andrew Petrie Drive and Youngs Crossing Road open to through traffic?

Opening both Andrew Petrie Drive and Youngs Crossing Road to through traffic was not deemed feasible as an option, due to cost, environmental and traffic considerations. Studies also indicated that a single, four-lane corridor will meet local and regional traffic requirement for the foreseeable future.

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### How will traffic be managed throughout construction?

The constructability of the project will be further explored in the detailed design stage of the project. This will involve designing the road and bridge for ease of construction and to minimise impacts on current traffic flows. Currently, constructability assessment indicates that Option 2 is significantly better in regard to constructability and construction staging. Option 2 is expected to be easier to deliver with reduced impacts to traffic as it involves one stage of construction in an untrafficked area. Option 1 is expected to be constructed in a number of stages with some road closures and temporary detours required.

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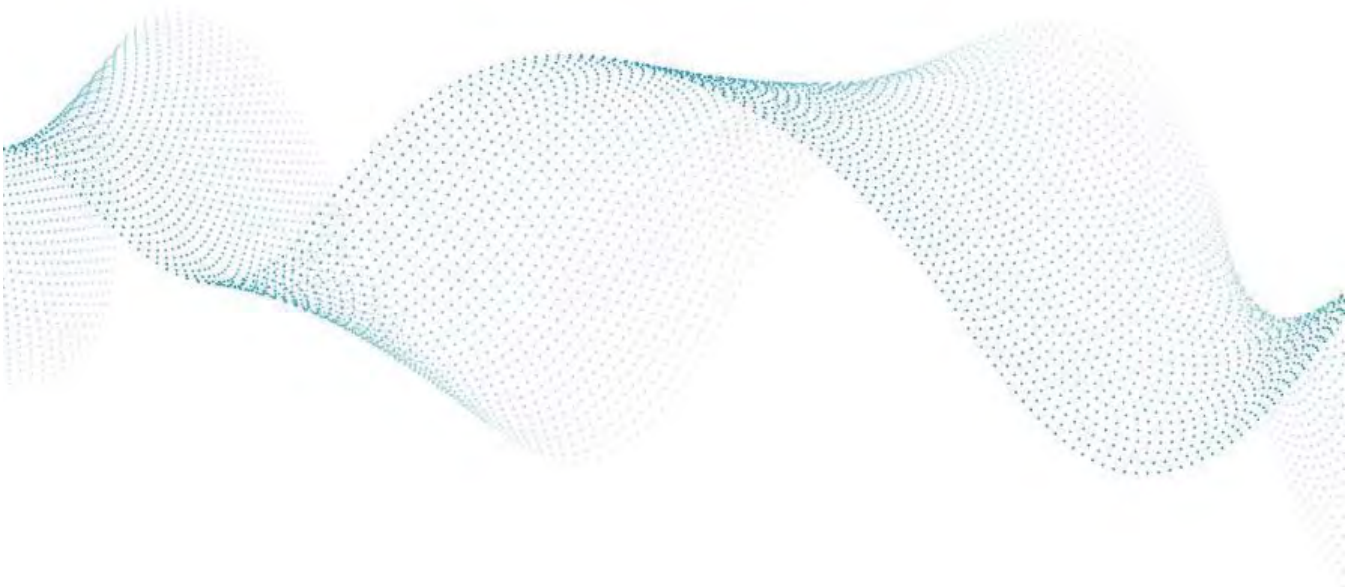
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## Appendix 2

### Property owner letter



[Title] [Name]  
[Address line 1]  
[Address line 2]

Dear [Title] [Name]

**Have your say – Youngs Crossing Upgrade, Joyner**

Moreton Bay Regional Council (Council) is undertaking preliminary planning and design work to upgrade Youngs Crossing Road where it crosses the North Pine River at Youngs Crossing, Joyner.

Youngs Crossing has low flood immunity and since 2010 has closed an average of 4.5 days a year following rain events and water releases from North Pine Dam, causing delays, congestion on local roads and economic impacts.

The upgrade will involve constructing a new bridge and associated road works to provide up to 10 metres of clearance above the current crossing.

Council has developed concept designs for two proposed upgrade options. The options are based on different route alignments and Council is seeking community feedback on these options.

Both upgrade options have benefits and impacts and the local community and road users are encouraged to consider these throughout the consultation period.

Council is seeking feedback on the proposed upgrade options until 2 October 2020.

Have your say by:

- participating in the online survey available at [moretonbay.qld.gov.au/youngs-crossing](http://moretonbay.qld.gov.au/youngs-crossing)
- phoning the project team on 1800 565 930 (8.30pm to 5pm, Mon – Fri), or
- emailing [youngscrossing@moretonbay.qld.gov.au](mailto:youngscrossing@moretonbay.qld.gov.au)

More information about the project is available on Council's website at [moretonbay.qld.gov.au/youngs-crossing](http://moretonbay.qld.gov.au/youngs-crossing)

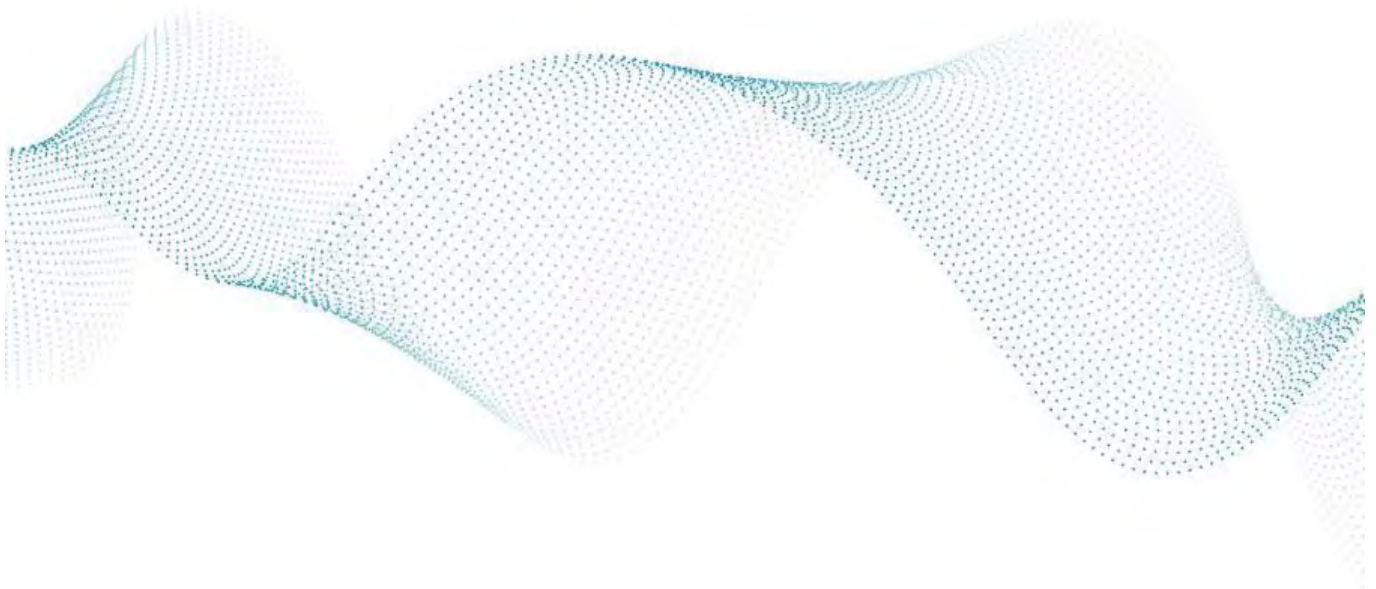
Yours sincerely



Andrew Ryan  
**Director Infrastructure Planning**  
Moreton Bay Regional Council

## Appendix 3

### Newsletter







COMMUNITY CONSULTATION OPEN

## YOUNGS CROSSING UPGRADE PRELIMINARY PLANNING AND DESIGN

SEPTEMBER 2020

**Youngs Crossing Road at Joyner is an important north-south arterial road connecting the Moreton Bay Region with Brisbane City.**

The road is used by approximately 20,000 vehicles every day, and traffic is forecast to increase to 22,500 vehicles by 2026 and 27,500 vehicles by 2036.

Moreton Bay Regional Council has been progressively upgrading sections of Youngs Crossing Road to four lanes to cater for this growth.

Council is now undertaking preliminary planning and design work to upgrade the road where it crosses the North Pine River at Youngs Crossing.

Youngs Crossing has low flood immunity and since 2010 has closed an average of 4.5 days a year following rain events and water releases from North Pine Dam, causing delays, congestion on local roads and economic impacts.

The upgrade will involve constructing a new bridge and associated road works to provide up to 10 metres of clearance above the current crossing.

Council has developed concept designs for two proposed upgrade options, based on flood modelling and environmental considerations, and is now seeking community feedback on these options.

### Option 1 Youngs Crossing Road existing alignment

This option involves constructing a new four-lane bridge and associated road works (approximately 940m in length including a 160m bridge) that generally follows the existing alignment of Youngs Crossing Road.

This route will also involve construction of a four-lane signalised intersection where Youngs Crossing Road connects with Dayboro Road.

In this option, state-controlled Dayboro Road would require an update in future which is currently not funded.

### Option 2 Andrew Petrie Drive alignment

This option involves constructing a new four-lane bridge and associated road works (approximately 1340m in length including a 180m bridge) to link Youngs Crossing Road to Andrew Petrie Drive.

This alignment follows the existing preserved road reserve corridor along Andrew Petrie Drive and will connect through traffic to the Dayboro Road/Beeville Road roundabout. This option features two sets of council-controlled traffic signals along Andrew Petrie Drive.

### Have your say

Council is seeking feedback on the proposed upgrade options. Public consultation closes 25 September 2020.

[moretonbay.qld.gov.au/youngs-crossing](https://moretonbay.qld.gov.au/youngs-crossing)

1800 565 930  
(8.30pm to 5pm, Mon–Fri)

[youngscrossing@moretonbay.qld.gov.au](mailto:youngscrossing@moretonbay.qld.gov.au)

### Project benefits

**The upgrade aims to:**

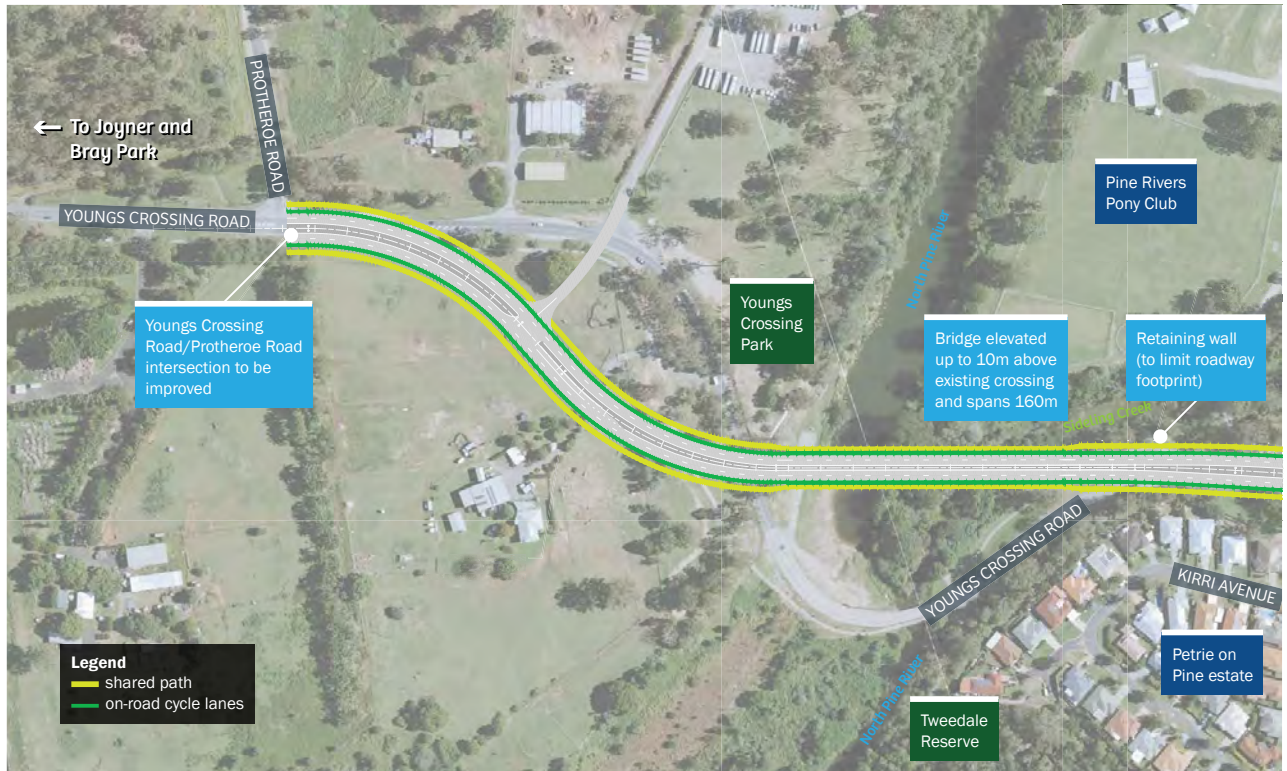
- ✓ ensure flood immunity during heavy rain events and water releases from North Pine Dam and Sideling Creek
- ✓ increase road capacity
- ✓ improve road safety
- ✓ reduce traffic delays and congestion
- ✓ provide shared paths and dedicated on-road bicycle lanes.

This upgrade project is being funded by Moreton Bay Regional Council with a \$7.75 million contribution by the Australian Government.



## YOUNGS CROSSING UPGRADE

PRELIMINARY PLANNING AND DESIGN







## 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 requires an update in 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

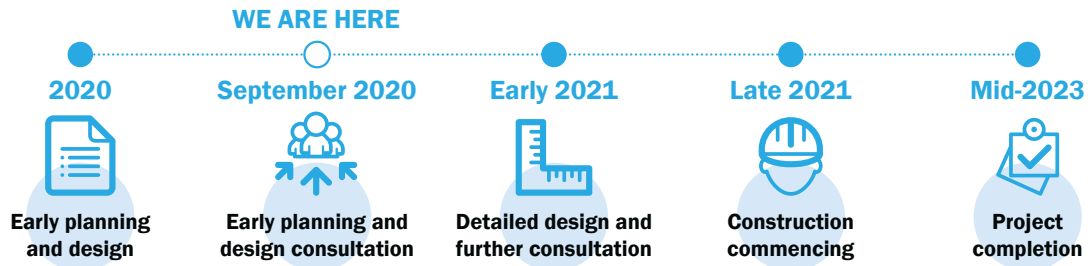
### Key features

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

## YOUNGS CROSSING UPGRADE

### PRELIMINARY PLANNING AND DESIGN

#### Project timing



#### West Petrie Bypass (Option G)

Council had previously proposed a new road link called the West Petrie Bypass which would span two kilometres from Protheroe Road, Joyner to Torrens Road, Kurwongbah, to address the Youngs Crossing Road flooding issue and longer-term traffic needs.

This option has not progressed due to its relatively high cost, lack of funding commitment and community concerns about environmental impacts, including to koala bushland. Council is now only considering the two new options.

#### Seeking flood immunity

Youngs Crossing is highly vulnerable to water releases from North Pine Dam.

It currently has a flood immunity of Q1, meaning the road is closed due to flooding at least once a year. During significant rain events, the crossing can be closed for periods of up to four days with road closures occurring quickly and with little warning.

Every closure comes at a significant cost to the local economy as thousands of vehicles are re-routed

along alternative roads, causing traffic congestion, delays and sometimes gridlock on parallel north-south road corridors.

The new options have a Q100 flood immunity, meaning there is only a one per cent chance of flooding in any given year.

#### Project considerations

Both route options have benefits and impacts. These include environmental, noise, traffic volume, community amenity and traffic access considerations. The local community and road users are encouraged to consider these throughout the consultation period.

Council is working to reduce the following impacts regardless of the chosen option:

- The final route alignment will seek to mitigate potential impacts to remnant vegetation in collaboration with specialist environmental consultants.
- Noise and amenity impacts will be mitigated by using sound barriers, community-friendly lighting and additional screening, including vegetation.

- Council will work to retain and enhance the important amenity of the area by maintaining access to Youngs Crossing Park and the popular swimming spot and incorporating dedicated cycle and pedestrian access.

#### What happens next?

Council will make a decision on the preferred route based on the outcomes of the community engagement process and other factors such as cost, environment and technical considerations.

The project will then progress to the detailed design phase where factors such as bridge capacity, road formation and embankments, visual amenity, noise, environment and construction impacts will be considered.

Council will continue to engage with the local community throughout this next phase to work through concerns and share the latest information and designs.

#### For more information

To find out more about this project you can:



**Visit:** [moretonbay.qld.gov.au/youngs-crossing](https://moretonbay.qld.gov.au/youngs-crossing)



**Phone** the project team on 1800 565 930 between 8.30am and 5pm Monday to Friday



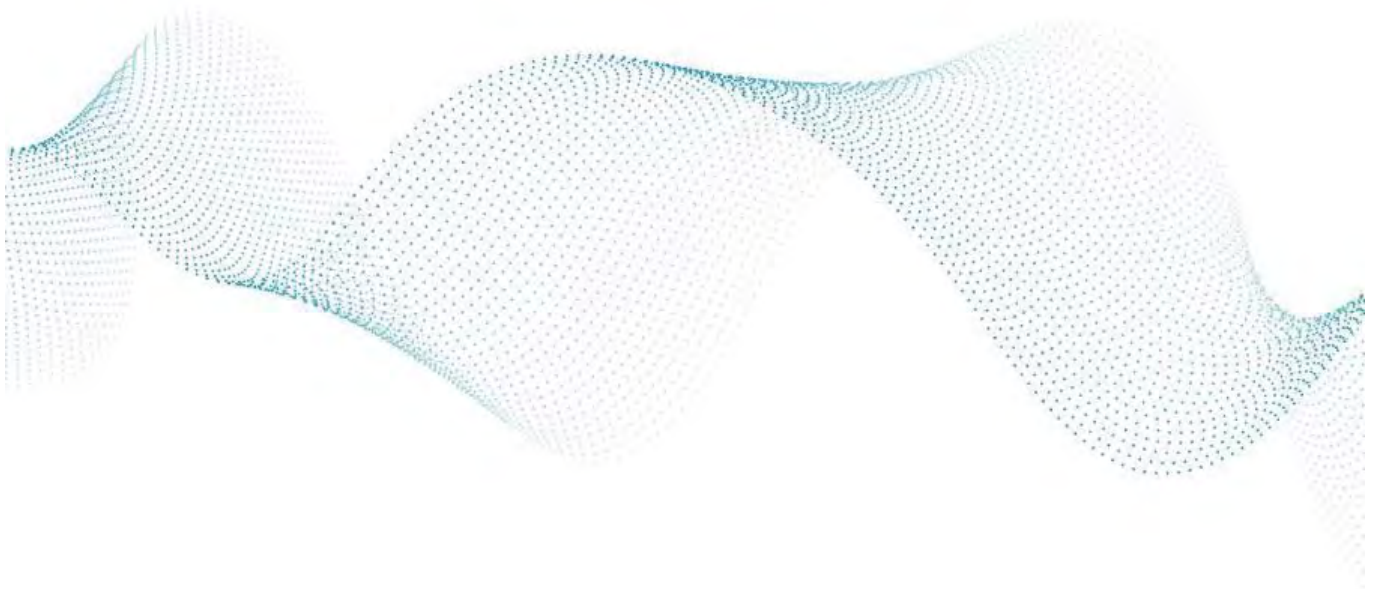
**Email the project team:** [youngscrossing@moretonbay.qld.gov.au](mailto:youngscrossing@moretonbay.qld.gov.au)





## Appendix 4

### Media release



[Home](#) / [News](#) / [Media room](#) / [Youngs Crossing - Flood solution within three years](#)

## Youngs Crossing - Flood solution within three years

Published 02 September 2020

After years of discussions, Moreton Bay Regional Council has made it a priority to fix the issues caused by flooding at Youngs Crossing, voting today to immediately start consultation on two proposed upgrade options.



Mayor Peter Flannery said he hoped expedient action would mean the recurring flood and road reliability issues would be fixed once and for all by mid-2023.

"We want the community's feedback on two route alignments that will make flood-related road closures and detours a thing of the past.

"More than 20,000 vehicles using the road every day and an additional 240,000 people set to call Moreton Bay home over the next two decades.

"We've all enjoyed quieter roads through COVID-19, but we need to act now to ensure our infrastructure keeps pace with population growth.

"When Youngs Crossing floods, traffic is diverted to Gympie Road, which can create a gridlock that grinds the whole area to a halt. This is why we need to act."

Each proposed route will cost between \$49m - \$56m and feature four-lane bridges up to 180 metres long, 9-10 metres above the existing floodway.

- **Option 1:** Is generally based on the existing Youngs Crossing Road corridor. This route would require State Government-controlled Dayboro Road to be upgraded in the future.
- **Option 2:** Uses the road reserve south of Andrew Petrie Drive to link with the Dayboro Road/Beeville Road roundabout. This land was preserved by the former Pine Rivers Shire Council around 30 years ago for possible use as a road.

Mayor Flannery said each option had its own challenges and opportunities.

"The most important thing for me is to ensure local residents get to have their say on this important regional issue, so make sure your voice is heard" he said.

"We expect locals and road users will have some strong views about the options and we want to hear all of them, this feedback will help determine the route we take over the next three years."

Council will make a formal decision by the end of 2020 so that the project can move to the detailed design stage - considering all feedback provided during the current community engagement process.

Moreton Bay Regional Council has allocated \$40m (including \$7.75m provided by the Federal Government) in its budget to progress the planning, design and construction of the new road crossing.

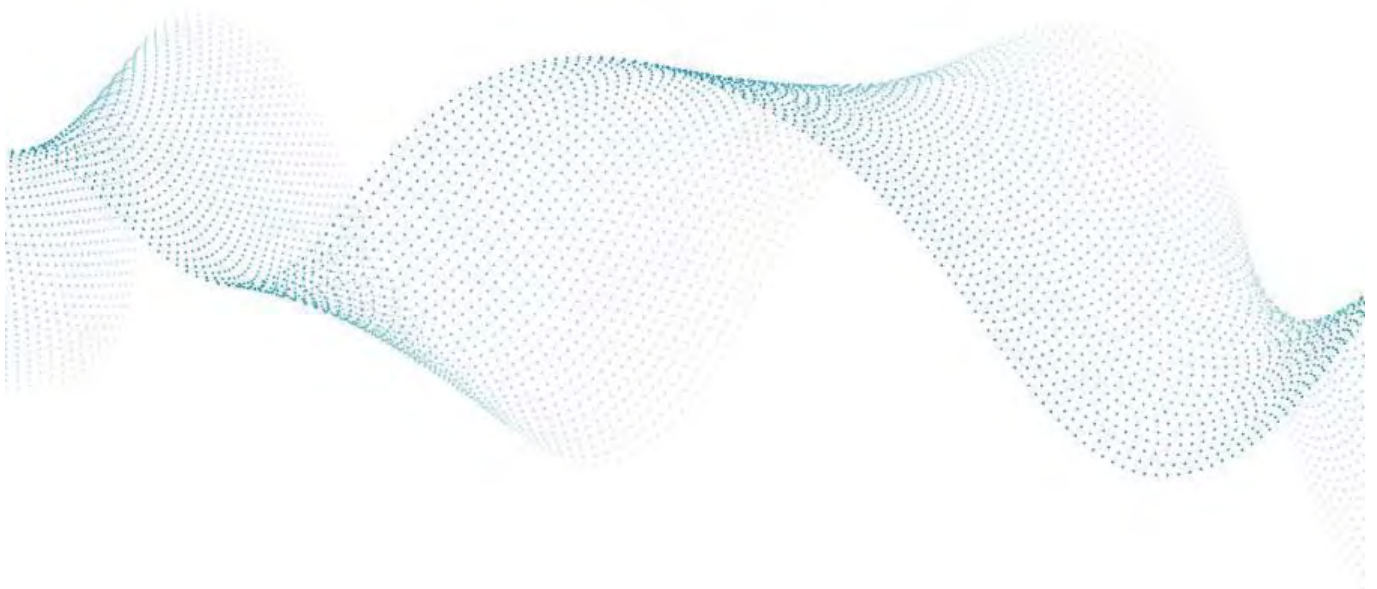
Targeted stakeholder engagement will commence from Monday, September 7 but further information including details on the two route options, as well as the project survey, can be accessed now at council's website [www.moretonbay.qld.gov.au/youngs-crossing](http://www.moretonbay.qld.gov.au/youngs-crossing)

Tagged as:

[Announcements](#) [Improvement Works](#) [Media Releases](#)

## Appendix 5

### Web content – project landing page






## Project landing page

Home / Services and information / Projects and consultation / Youngs Crossing upgrade, Joyner

# Youngs Crossing upgrade, Joyner



Youngs Crossing Road at Joyner is an important north-south arterial road connecting the Moreton Bay Region with Brisbane City.

The road is used by approximately 20,000 vehicles every day, and traffic will increase to 22,500 vehicles by 2026 and 27,500 vehicles by 2036.

Moreton Bay Regional Council has been progressively upgrading sections of Youngs Crossing Road to four lanes to cater for this growth.

Council is now undertaking preliminary planning and design work to upgrade the road where it crosses the North Pine River at Youngs Crossing. On [2 September 2020](#) Council agreed to undertaking community consultation on the upgrade. This consultation is now closed and Council is reviewing the extensive feedback received from community. Details of the two options can still be read in [the full brief provided to Council](#). This report includes the background on the project, how the options were selected, the risk and impact assessment and the final recommendations.

Youngs Crossing has low flood immunity and since 2010 has closed an average of 4.5 days a year following rain events and water releases from North Pine Dam, causing delays, congestion on local roads and economic impacts.

The upgrade will involve constructing a new bridge and associated road works to provide up to 10 metres of clearance above the current crossing.

Council has developed concept designs for two proposed upgrade options and has sought community feedback on these options:

### Timeline

- Early planning and design  
2020
- Early planning and design consultation  
September 2020
- Detailed design and further consultation  
Early 2021
- Construction commencing  
Late 2021
- Project completion  
Mid 2023

### Contact details

Project hotline  
[1800 565 930](tel:1800565930)  
[youngscrossing@moretonbay.qld.gov.au](mailto:youngscrossing@moretonbay.qld.gov.au)

### Related information

- [Frequently asked questions](#)
- [Youngs Crossing upgrade newsletter - September 2020](#) (PDF, 940KB)
- [Youngs Crossing Council report - 2 September 2020](#)

## Option 1 - Youngs Crossing Road existing alignment

This option involves constructing a new four-lane bridge and associated road works (approximately 940m in length including a 160m bridge) that generally follows the existing alignment of Youngs Crossing Road. The new bridge will be elevated up to 10 metres to provide long-term flood protection.

This route will also involve construction of a four-lane signalised intersection where Youngs Crossing Road connects with Dayboro Road. In this option, state controlled Dayboro Road would require an update in future which is not currently funded.



### Update

For Option 1, there will be an impact to 2.7 hectares including to lowland rainforest, koala habitat and restoration areas and this includes very large native figs, rainforest species and gum trees. During initial investigations of Option 1, Council examined altering the alignment to avoid the part of land with denser vegetation, including mature Moreton Bay fig trees. However, changing the alignment would have resulted in a longer and more expensive bridge by approximately \$24.5 million. This road upgrade project will include koala exclusion fencing and other movement infrastructures to ensure the safe and ongoing movement for wildlife using the corridor. As the bridge will be 10m high, there will be good opportunity for wildlife to be funnelled to safe crossing points underneath the bridge.

Option 1 is expected to be constructed in a number of stages with some road closures and temporary detours required.

See [FAQs](#) for more information.

## Option 2 - Andrew Petrie Drive alignment

This option involves constructing a new four-lane bridge and associated road works (approximately 1340m in length including a 180m bridge) to link Youngs Crossing Road to Andrew Petrie Drive. The new bridge will be elevated up to 10 metres to provide long-term flood protection.

This alignment follows the existing preserved road reserve corridor along Andrew Petrie Drive and will connect through traffic to the Dayboro Road/Beeville Road roundabout. This option features two sets of council-controlled traffic signals along Andrew Petrie Drive.



### Update

For Option 2, there will be an impact to 3.1 hectares including to riparian forest, koala habitat and restoration areas. This road upgrade project will also include koala exclusion fencing and other movement infrastructures to ensure the safe and ongoing movement for wildlife using the corridor. As the bridge will be 10m high, there will be good opportunity for wildlife to be funnelled to safe crossing points underneath the bridge.

Currently, constructability assessments indicate that Option 2 would be easier to deliver, with reduced impacts to traffic as it involves one stage of construction in an untrafficked area.

See [FAQs](#) for more information.



### Option comparison

Item	Option 1	Option 2
Estimated cost	\$49.5 million*	\$56.1 million
Approximate upgrade length	940 metres	1340 metres
Approximate length of bridge	160 metres	180 metres
Approximate bridge height	10 metres	10 metres
Achieves Q100 flood immunity**	Yes	Yes
Change to existing alignment	Least change	Most change
Protheroe Road intersection	Same upgrade required for both options	
Andrew Petrie Drive	No changes	Extended south
Vegetation	Vegetation removal required for both options	
Proximity to swim spot/picnic area and pony club	Closer, as slightly west of current alignment	Further, as east of current alignment

\*Cost does not include future upgrade of Dayboro Road (State-controlled)

\*\*Q100 refers to a 1% chance of flooding in any given year.

### Have your say

Council is seeking feedback on the proposed upgrade options with consultation closing 2 October 2020.

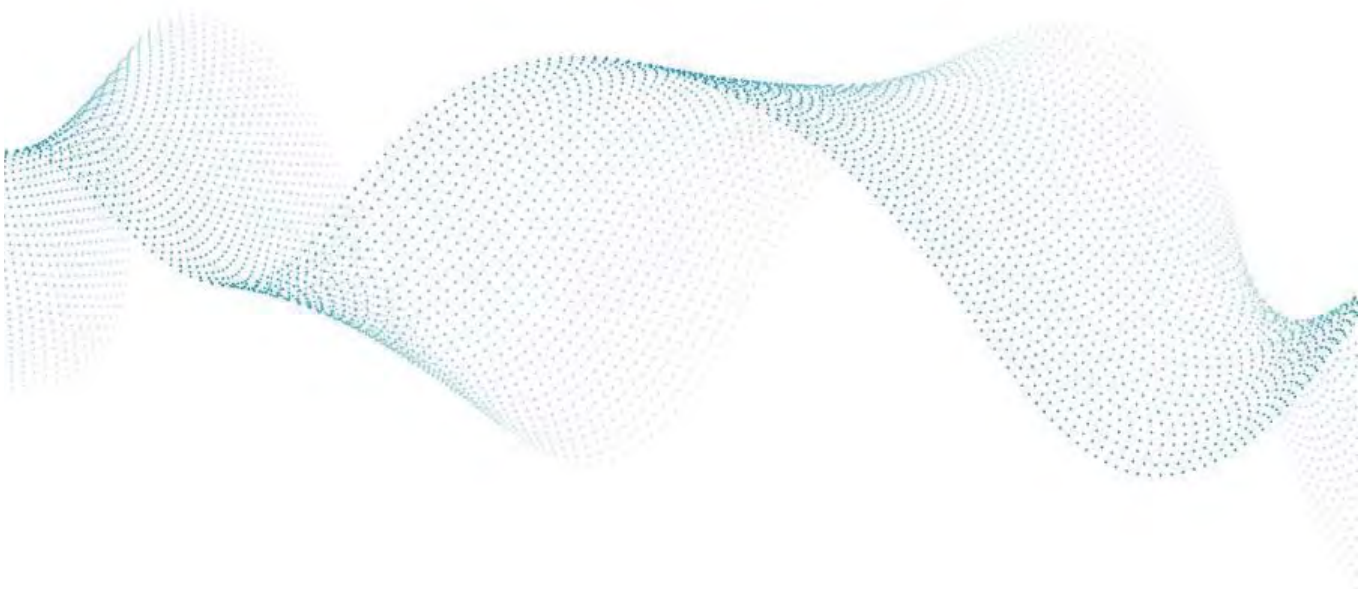
[Complete the survey](#)

### Location

Youngs Crossing Road, Joyner 4500 [View map](#)

## Appendix 6

### Email notification



To: Youngs Crossing Project Project <youngscrossing@moretonbay.qld.gov.au>



MBRC Youngs Crossing News...

1 MB

To Whom it May Concern

## Have your say - Youngs Crossing Upgrade, Joyner

Moreton Bay Regional Council is undertaking preliminary planning and design work to upgrade Youngs Crossing Road where it crosses the North Pine River at Youngs Crossing, Joyner.

Youngs Crossing has low flood immunity and since 2010 has closed an average of 4.5 days a year following rain events and water releases from North Pine Dam, causing delays, congestion on local roads and economic impacts.

The upgrade will involve constructing a new bridge and associated road works to provide approximately 10 metres of clearance above the current crossing.

Council has developed concept designs for two proposed upgrade options. The options are based on different route alignments and Council is seeking community feedback on these until 2 October 2020.

Both upgrade options have benefits and impacts and the local community and road users are encouraged to consider these throughout the consultation period.

A copy of the project newsletter is enclosed and you can find more information about the project on Council's website at [moretonbay.qld.gov.au/youngs-crossing](http://moretonbay.qld.gov.au/youngs-crossing).

Have your say by:

- participating in the online survey available at [moretonbay.qld.gov.au/youngs-crossing](http://moretonbay.qld.gov.au/youngs-crossing)
- phoning the project team on 1800 565 930 (8.30pm to 5pm, Mon – Fri), or
- emailing [youngscrossing@moretonbay.qld.gov.au](mailto:youngscrossing@moretonbay.qld.gov.au)

If you would like further information about the Youngs Crossing Upgrade project, please contact the project team by emailing [youngscrossing@moretonbay.qld.gov.au](mailto:youngscrossing@moretonbay.qld.gov.au) or phoning 1800 565 930.

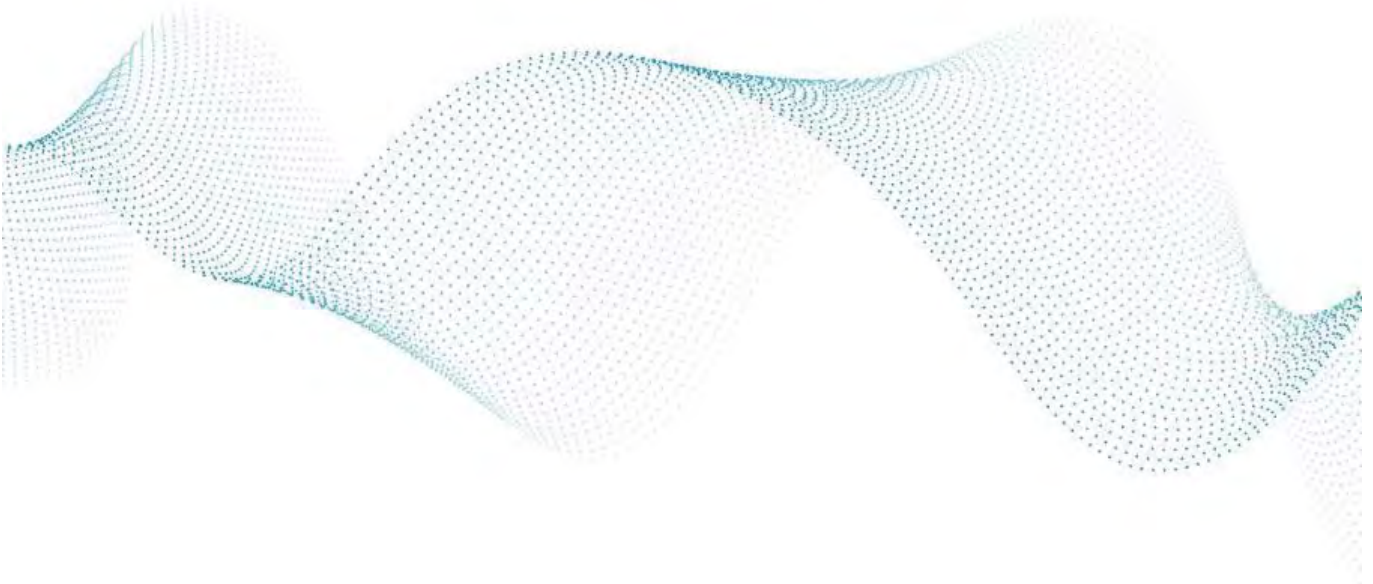
Yours sincerely,

Andrew Ryan  
Director Infrastructure Planning  
Engineering, Construction and Maintenance  
Moreton Bay Regional Council

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## Appendix 7

### Map showing VMS locations





Location 1: Beeville Road southbound



Location 2: Youngs Crossing Road southbound





Location 3: Youngs Crossing Road northbound



Location 4 and 5: Andrew Petrie Drive





## Moreton Bay Regional Council

GENERAL MEETING - 519  
12 November 2020

PAGE 69  
Supporting Information

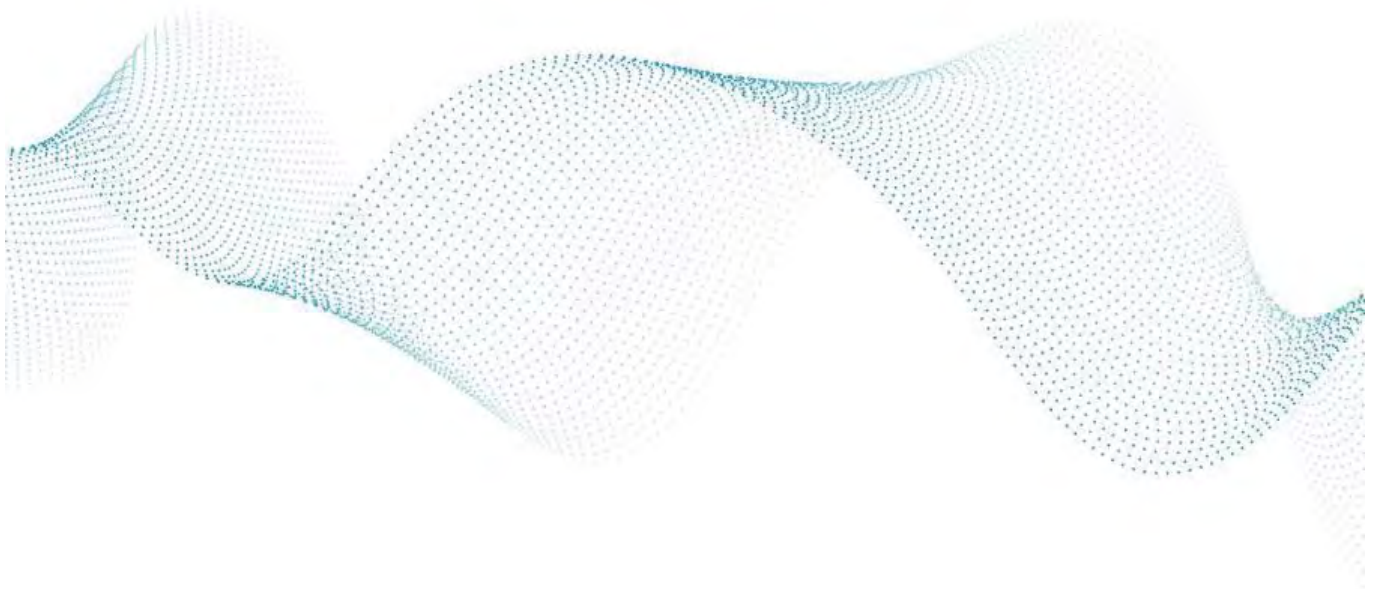
ITEM 2.2 - YOUNGS CROSSING ROAD UPGRADE - FINAL APPROVAL - A20727400 (Cont.)

### Locations 6 – 8: Dayboro Road



## Appendix 8

### Signage design and locations





COMMUNITY CONSULTATION OPEN

**YOUNGS CROSSING UPGRADE**  
PRELIMINARY PLANNING AND DESIGN



**Moreton Bay Regional Council is undertaking preliminary planning and design work to upgrade Youngs Crossing Road where it crosses the North Pine River at Youngs Crossing, Joyner.**

The upgrade will involve constructing a new bridge and associated road works to ensure flood immunity during heavy rain events and dam water releases.

Council has developed concept designs for two proposed upgrade options and is now seeking community feedback on these options.

**Project benefits**

The upgrade aims to:

- ✓ ensure flood immunity during heavy rain events and water releases from North Pine Dam and Sideling Creek
- ✓ increase road capacity
- ✓ improve road safety
- ✓ reduce traffic delays and congestion
- ✓ provide shared paths and dedicated on-road bicycle lanes.

**Have your say**

**Find out more about this project and have your say. Public consultation closes 2 October 2020.**

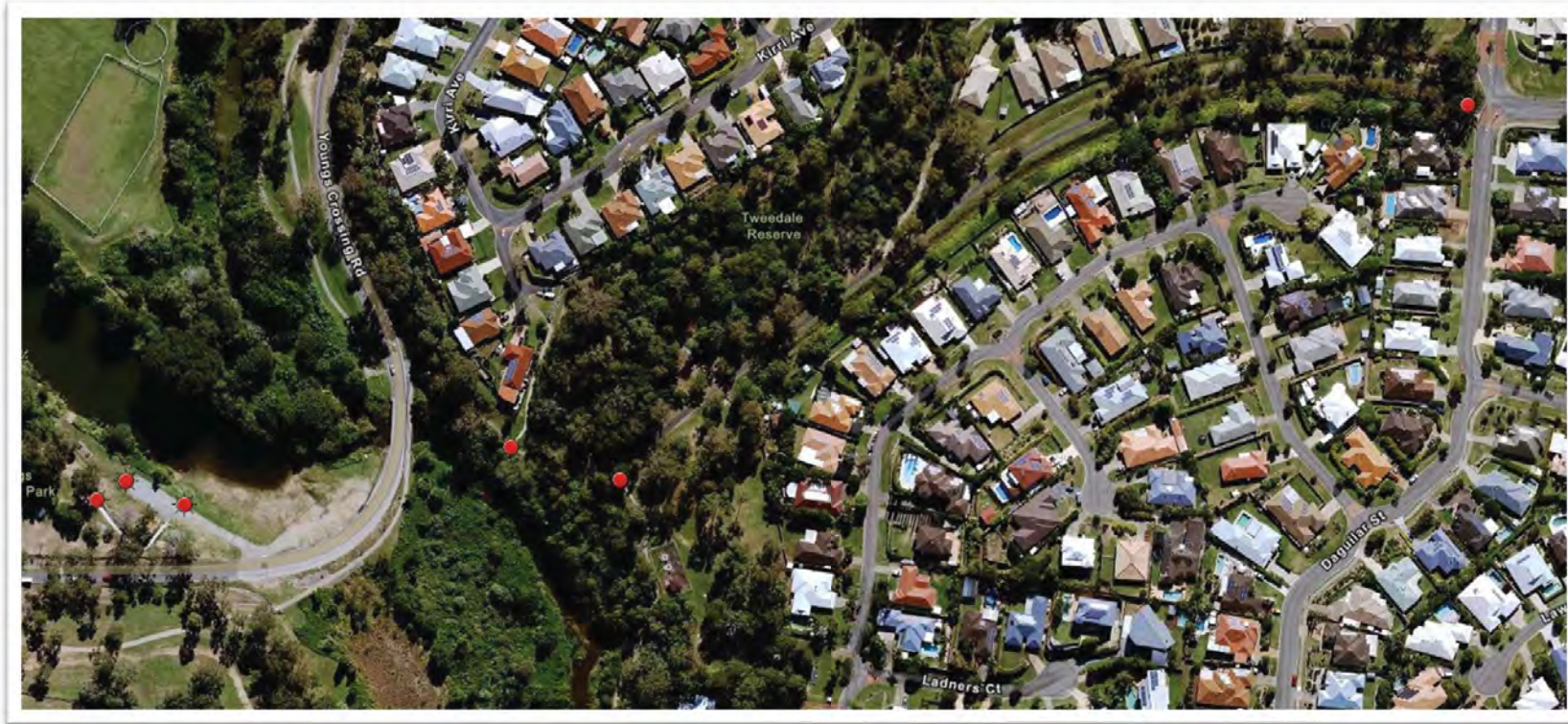
-  Visit [moretonbay.qld.gov.au/youngs-crossing](https://www.moretonbay.qld.gov.au/youngs-crossing)
-  Phone the project team on 1800 565 930 (8.30am to 5pm, Mon-Fri)
-  Email [youngscrossing@moretonbay.qld.gov.au](mailto:youngscrossing@moretonbay.qld.gov.au)

[www.moretonbay.qld.gov.au](https://www.moretonbay.qld.gov.au)

**Moreton Bay**  
Regional Council



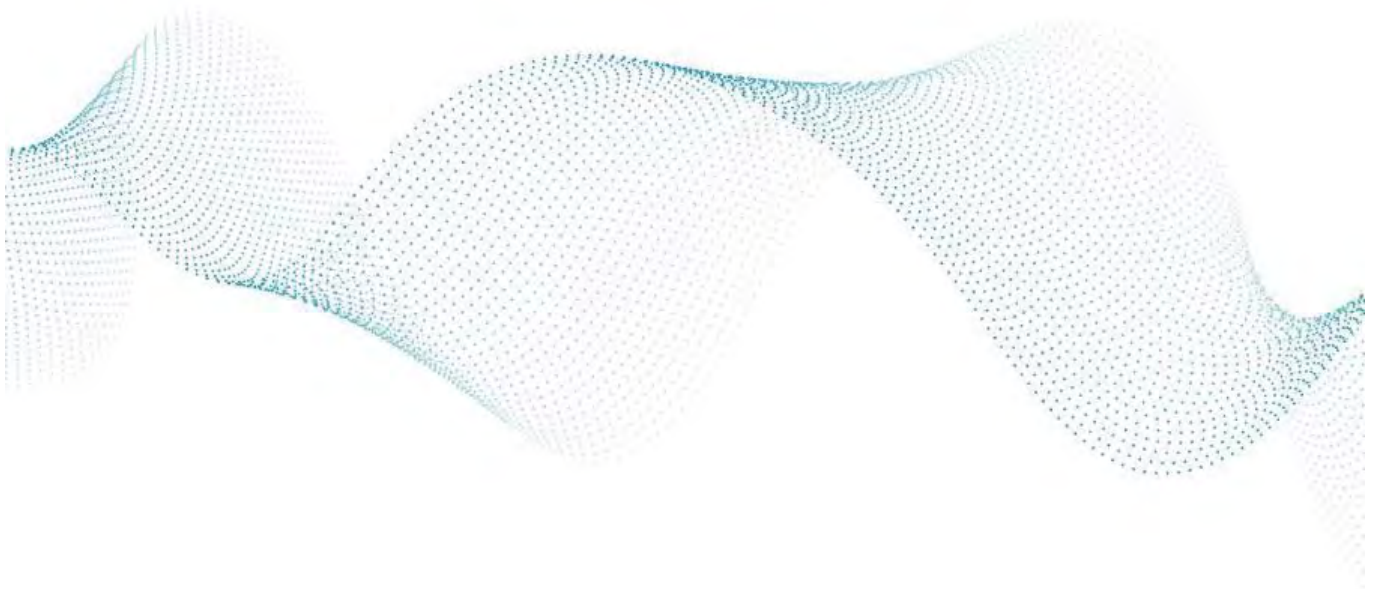
Signage locations



● Signage location

## Appendix 9

### Call centre brief





## Moreton Bay Regional Council - Youngs Crossing Upgrade

### Contact centre brief

#### Background

Youngs Crossing Road at Joyner is an important north-south arterial road connecting the Moreton Bay Region with Brisbane City.

The road is used by approximately 20,000 vehicles every day, and traffic will increase to 22,500 vehicles by 2026 and 27,500 vehicles by 2036.

Moreton Bay Regional Council has been progressively upgrading sections of Youngs Crossing Road to four lanes to cater for this growth.

Council is now undertaking preliminary planning and design work to upgrade the road where it crosses the North Pine River at Youngs Crossing.

Youngs Crossing has low flood immunity and is closed an average of 4.5 days a year following rain events and water releases from North Pine Dam, causing delays, congestion on local roads and economic impacts.

The upgrade will involve constructing a new bridge and associated road works to provide up to 10 metres of clearance above the current crossing.

Council has developed concept designs for two proposed upgrade options, based on flood modelling and environmental considerations, and is now seeking community feedback on these options.

#### Project details

##### Option 1 – Youngs Crossing Road existing alignment

- This option involves constructing a new four-lane bridge and associated road works (approximately 940m in length including a 160m bridge) that generally follows the existing alignment of Youngs Crossing Road.
- This route will also involve construction of a four-lane signalised intersection where Youngs Crossing Road connects with Dayboro Road.
- In this option, the state-controlled Dayboro Road would require an update in future which is currently not funded.

##### Options 2 – Andrew Petrie Drive alignment

- This option involves constructing a new four-lane bridge and associated road works (approximately 1340m in length including a 180m bridge) to link Youngs Crossing Road to Andrew Petrie Drive.





- This alignment follows the existing preserved road reserve corridor along Andrew Petrie Drive and will connect through traffic to the Dayboro Road/Beeville Road roundabout.
- This option features two sets of council-controlled traffic signals along Andrew Petrie Drive.

### Consultation and next steps

Council is seeking feedback on the proposed upgrade options up until 2 October 2020.

Have your say by:

- participating in the online survey available at [moretonbay.qld.gov.au/youngs-crossing](https://moretonbay.qld.gov.au/youngs-crossing)
- phoning the project team on 1800 565 930 (8.30pm to 5pm, Mon – Fri), or
- emailing [youngscrossing@moretonbay.qld.gov.au](mailto:youngscrossing@moretonbay.qld.gov.au)

### Project contact information

- Project phone – 1800 565 930 (8.30pm to 5pm, Mon – Fri)
- Project email – [youngscrossing@moretonbay.qld.gov.au](mailto:youngscrossing@moretonbay.qld.gov.au)

**Calls to Council should be forwarded or referred to the project hotline**

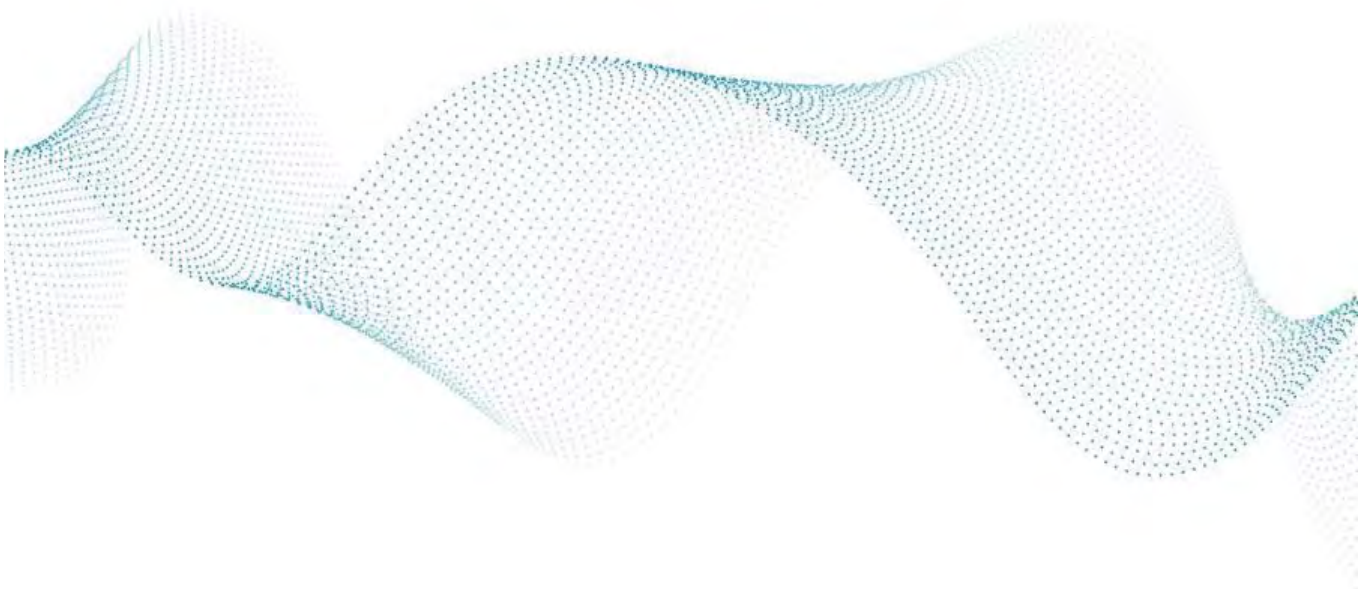
**1800 565 930.**





## Appendix 10

### Project map for each option





Option 1 – Youngs Crossing Road existing alignment



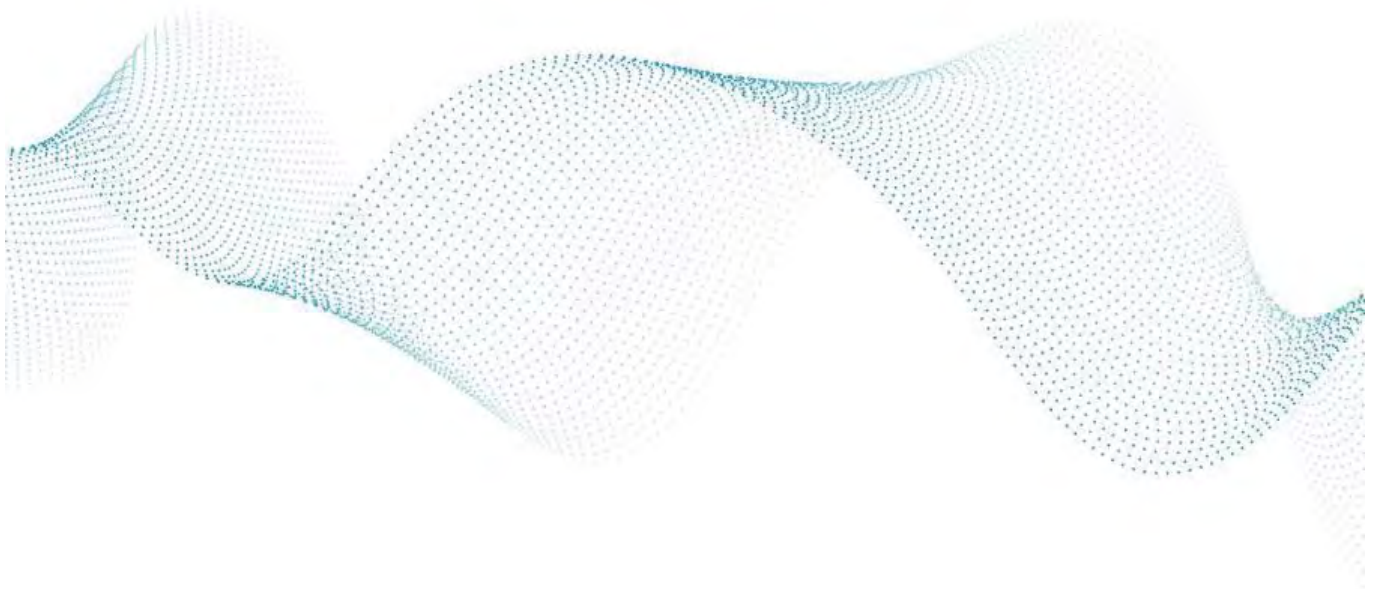


Option 2 – Andrew Petrie Drive alignment



## Appendix 11

### Survey tool



## Moreton Bay Regional Council

Have your say – Youngs Crossing Road Upgrade

1. Name (required): \_\_\_\_\_

2. Address (required): \_\_\_\_\_

3. Suburb: (required): \_\_\_\_\_

4. Email (required): \_\_\_\_\_

5. Which of the following categories best describes you?

- ☐ Property owner
- ☐ Resident – owner occupier
- ☐ Resident – renter
- ☐ Community group
- ☐ Business
- ☐ Other (please specify \_\_\_\_\_)

6. Which community group are you representing?

\_\_\_\_\_  
\_\_\_\_\_

7. Option 1 (*see attached image*)

This option involves constructing a new four-lane bridge and associated road works (approximately 940m in length including a 160m bridge) that generally follows the existing alignment of Youngs Crossing Road. The new bridge will be elevated up to 10 metres to provide long-term flood protection.

This route will also involve construction of a four-lane signalised intersection where Youngs Crossing Road connects with Dayboro Road. In this option, state controlled Dayboro Road would require an update in future which is not currently funded.

What do you like about this option?

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Is there anything that concerns you about this option?

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8. Option 2 (*see attached image*)

This option involves constructing a new four-lane bridge and associated road works (approximately 1340m in length including a 180m bridge) to link Youngs Crossing Road to Andrew Petrie Drive. The new bridge will be elevated up to 10 metres to provide long-term flood protection.

This alignment follows the existing preserved road reserve corridor along Andrew Petrie Drive and will connect through traffic to the Dayboro Road/Beeville Road roundabout. This option features two sets of council-controlled traffic signals along Andrew Petrie Drive.

What do you like about this option?

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Is there anything that concerns you about this option?

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9. What is your preferred option? (required)

☐ Option 1

☐ Option 2

10. Why do you prefer option 1?

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11. Why do you prefer option 2?

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12. Do you have any further feedback you would like to provide?

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13. Would you like to receive project updates?

☐ Yes

☐ No

**Privacy Statement**

Moreton Bay Regional Council is collecting your personal information for the purposes of requesting further information regarding submitted feedback on Youngs Crossing Road Upgrade, if required. Your information will not be given to any other person or agency unless you have given us permission, or we are required to by law. For more information, see Council's Information Privacy Plan

ITEM 2.2 - YOUNGS CROSSING ROAD UPGRADE - FINAL APPROVAL - A20727400 (Cont.)

Option 1 - Youngs Crossing Road existing alignment





ITEM 2.2 - YOUNGS CROSSING ROAD UPGRADE - FINAL APPROVAL - A20727400 (Cont.)

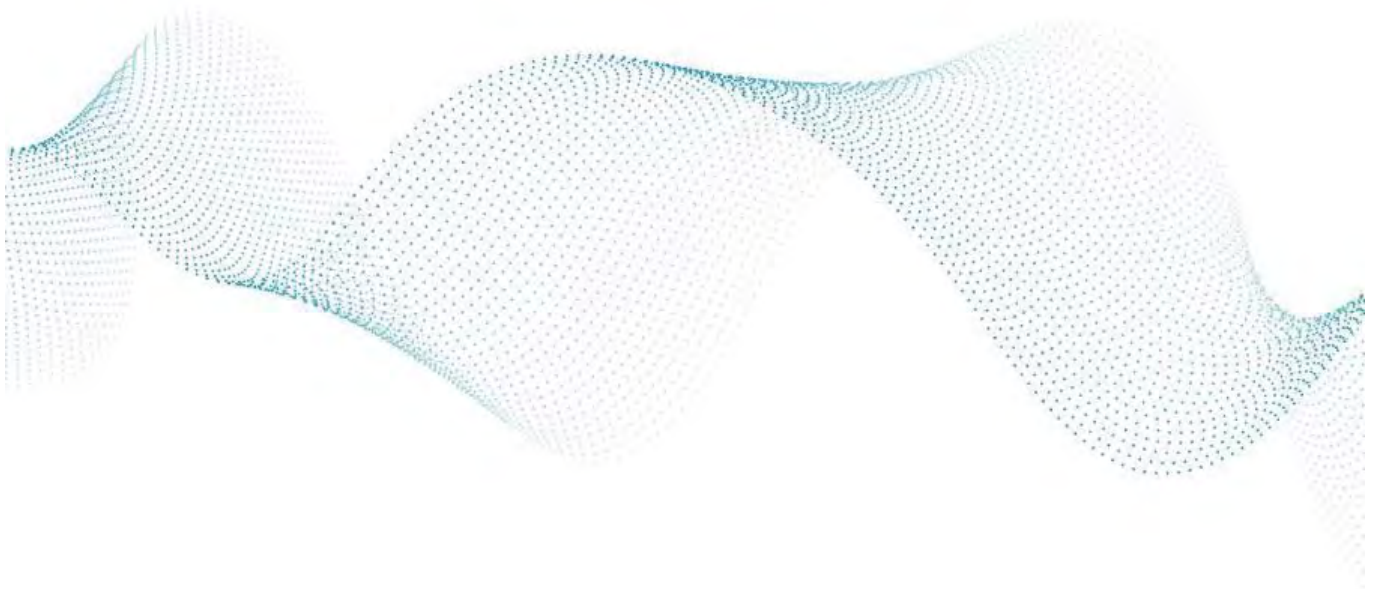
Option 2 - Andrew Petrie Drive alignment





## Appendix 12

### Online media coverage



Quest/Courier Mail coverage (published 18 September 2020)

MORETON

## MORETON

# Millions of dollars worth of investments could be lost to highway development north of Brisbane

**'You will destroy our community, our environment and our homes.'** Desperate residents creat protest tomorrow, to stop construction over reserve.

Bianca Hrovat, Quest Newspapers

Subscriber only | Sep

COURIERMAIL.COM.AU | 1:04  
Youngs Crossing Road floods

Residents gather and share their frustrations as Youngs Crossing Road floods after Seqwater opened the gates at North Pine Dam.

MORE IN QUESTNEWS >

Villanova College's most outstanding former students

A community north of Brisbane is fiercely divided over the construction of a four-lane highway which they claim could "destroy" Petrie and make million dollar properties "unliveable".

More than 250 people have signed a petition and tomorrow plan to take their fight to the streets with a community protest at 9am.

READ MORE

[Koalas are being killed on suburban roads in alarming numbers — here's how you can help](#)

[Police allege Geebung man played porn, dumped syringes and blared horns at neighbour](#)

[FitStop fire that destroyed the dreams of high school sweethearts was deliberately lit, detectives suggest](#)

The Youngs Crossing upgrade would create a four lane north-south arterial road to connect the Moreton Bay Region with Brisbane City and could increase traffic numbers through Petrie by as much as 22,500 vehicles each day.

Option 1 Stage 1

Option 1 Stage 2

Option 2

Documents from the Moreton Bay Regional Council demonstrate how each option would work.

The plan is to construct the highway by linking Youngs Crossing Rd to Andrew Petrie Dr, where a road reserve corridor had been established.

But some residents want the Moreton Bay Regional Council to instead construct the highway following the existing alignment of Youngs Crossing Rd.

#### FROM OUR PARTNERS

Watch the Budget Response live on Sky News. Tomorrow 7.30pm AEDT. **For more,**

Steven Dobson's property backs onto the reserve and said council should "have heart" and "treat us as respect as humans and recognise (the option on Andrew Petrie Dr) will never be an acceptable solution".



Steven Dobson from Petrie on Pine spoke out in defence of his community at a Moreton Bay Regional Council meeting this week, advocating for the highway to follow Youngs Crossing Rd.

"(Council needs to realise) the depth of mental pressure this issue continues to create for concerned residents," Mr Dobson said.

"My wife Annie and I made a life in this location, we spent millions of dollars buying and upgrading our home and our garden with this outlook.

"Now at 2am, 3am, 4am I watch my Annie awake with her head in her hands in mental anguish, in sheer disbelief. She, I and all of the concerned residents cannot fathom what this council may be considering.

"You will destroy our community, our environment and our homes."



Watch the moment 120-year-old tree is torn apart



The second option through Andrew Petrie Dr would remove a portion of the reserve corridor and devalue homes on the border.



ITEM 2.2 - YOUNGS CROSSING ROAD UPGRADE - FINAL APPROVAL - A20727400 (Cont.)

A Change.org petition, 'Say No to Andrew Petrie Drive Alignment' has had more than 250 signatures in just five days, and organisers have planned to march in protest at 9am on Saturday.

The alternative option suggests the construction of the new highway should follow the existing alignment of Youngs Crossing Rd, but that, too, comes with its own set of problems.

Robina Sneddon has lived in the area for 46 years and believes the community will lose its unique charm and character should the proposed highway change course.



Several residents plan to rally for the first option, to add additional lanes to Youngs Crossing Rd.

"I'm sick of our representatives dillydallying and procrastinating, we've been waiting over 40 years for the (Andrew Petrie Dr) option, the people who bought those properties knew it was going to happen," she said.

"As it stands, we'll only lose a part of the reserve, not the whole lot, and if we allow more development to go through the main streets what's going to happen to all of our little shops, our hall, and our house prices?

"There is much more for the community to lose than just some trees."



Youngs Crossing Rd has been subject to flooding several times. The option to expand the road with a bridge would also aid in alleviating that problem.

A spokeswoman from the MBRC said all of the feedback will be carefully considered by the council before a final decision is made at the end of the year.

Ultimately, the choice may come down to cost. The Youngs Crossing Rd alignment is priced at \$49.5M, significantly less than the alternative, and has the funding support from the state government.

Council consultation is ongoing within the community and construction is slated to begin in the second half of 2021.



'Politics got in the way': anger over small-lot housing plan

## News Updates from Local news for Moreton area

Sign up to get trusted local news delivered straight to your inbox.

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Moreton Daily coverage (published 23 September 2020)


Menu

MORETON DAILY

youngs crossin

[Home](#) [Community](#) [Eat & Drink](#) [Lifestyle](#) [Things to Do](#) [Home & Living](#) [Work & Study](#) [Directory](#)

## Residents' verdicts "flooding" in



POSTED: 3PM, 23 SEP 2020

Thousands of people have already given [Moreton Bay Regional Council](#) their verdict on the best option to flood-proof Youngs Crossing – but concerned residents still want more.

Just 10 days remain before the deadline for community consultation on two proposals to upgrade the Youngs Crossing Rd over North Pine River.

The options vary in cost, route and length, but many residents in the Petrie on Pine and North Pine residential estates are pushing hard for Option One.

They say Option Two would affect koala habitat and cut through two residential estates.

## ITEM 2.2 - YOUNGS CROSSING ROAD UPGRADE - FINAL APPROVAL - A20727400 (Cont.)

### Two choices

- Option One – is based on the existing Youngs Crossing Rd corridor. Estimated cost \$49.5 million; length 940m including 160m bridge. Needs require State Government-controlled Dayboro Rd to be upgraded.
- Option Two - uses the road reserve south of Andrew Petrie Drive to link with Dayboro Rd-Beeville Rd roundabout. Estimated cost \$56.1 million; length 1340m including 180m bridge. Land preserved by former Pine Rivers Shire Council for use.

"We realise something will be done (to upgrade Youngs Crossing)," says one of the residents Shelley Taylor, "all we want is the best outcome."

"Option One uses the existing footprint of Youngs Crossing Rd and would impact about 16 houses, which back onto existing road.

"Option Two (linking Youngs Crossing Rd to Andrew Petrie Drive) would impact about 65 houses ... four times the number.

"We have been told the only way to influence this is to get public opinion on our side."



OPTION 1 - YOUNGS CROSSING ROAD



OPTION 2 - YOUNGS CROSSING ROAD

### Supporting role

Federal Member for Dickson Peter Dutton is supporting residents saying, in a leaflet distributed in the area, he had \$7.5 million of federal funding for Option One.

Shelley says residents have safety concerns over Option Two which would be particularly close to some properties and leave some students going to and from a school bus stop on Andrew Petrie Drive having to cross a "four-lane highway".

"Under Option Two there could be fully-loaded trucks within two or three metres of some homes," says Shelley, who moved to the area in 1977 and to Petrie on Pine in 2008.



## Deadline day

Residents are looking to generate as much support as possible for Option One before the community consultation ends on October 2.

They have done three letterbox drops, held a site meeting with Councillor Mick Gillam and had interest from TV news. "At the moment we are very concerned," says Shelley.

Moreton Bay Regional Council's survey on both options is reported to have already had a much higher than usual engagement.

"It's great to see so many people engaged in this consultation phase," says Mayor Peter Flannery, "we want to know what the community thinks before any decisions are made."

"The one thing everyone agrees on, is the need to solve this flooding problem - all three levels of government and both major parties are committed to delivering a solution."

## Growing demand

Youngs Crossing Rd is used by about 20,000 vehicles each day and that will increase to 22,500 by 2026 and 27,500 by 2036.

Water releases from North Pine Dam and unregulated overflow from the Lake Kurwongbah spillway cause the road to flood.

Community engagement began on September 7. Information on the two route options and the project survey, can be accessed now at council's website.

Find more local news here.

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Moreton Daily coverage (published 1 October 2020)

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## Driving support for Option 1



POSTED: 3PM, 01 OCT 2020

Business and political support is growing behind Option 1 as [Moreton Bay Regional Council](#) seeks feedback on how to flood-proof Youngs Crossing.

Council's community response survey closes tomorrow (October 2), with reports suggesting more than 3000 submissions have been received since September 7.

One is from Boral Resources, which has a quarry at Dayboro Rd, which the majority of its quarry traffic uses to get to the Bruce Highway.

Some of Boral's southbound traffic also travels via Youngs Crossing Rd. The volume depends on market demand.



## Right route

In its response, Boral says Option 1 is the "most direct route to Boral Quarry, which reduces haulage costs, greenhouse emissions and impacts on residents.

"It utilises traffic lights which are more efficient for traffic movement than roundabouts associated with Option 2," says the submission posted on Boral's website.

Boral also says it supports using the existing road alignment, all of which delights Shelley Taylor, one of the residents pushing for Option 1.

"We are extremely grateful for Boral's support and content of the survey response confirming Option 1 is the best option not just for their business, but also the safest option for the environment, wildlife and wellbeing of the community," she says.



## Site meeting

Mayor Peter Flannery has held a meeting with some of the residents and checked Andrew Petrie Drive to get a clearer view of the issues being put forward.

State Member for Kurwongbah Shane King has written to the state transport minister calling on the government to fund "any upgrades deemed necessary to enable council to proceed with Option 1".

In a leaflet delivered to residents, Mr King says he fears the "detrimental impact on residents and wildlife" of Option 2 along Andrew Petrie Drive.

It follows a leaflet drop by Federal Member for Dickson Peter Dutton saying he had \$7.5 million of federal funding for Option 1.

## Community survey

Youngs Crossing Rd is used by about 20,000 vehicles each day and that will increase to 22,500 by 2026 and 27,500 by 2036.

Water releases from North Pine Dam and unregulated overflow from the Lake Kurwongbah spillway cause the road to flood.

Community engagement began on September 7. Information on the two route options and the project survey, can be accessed now at council's [website](#).

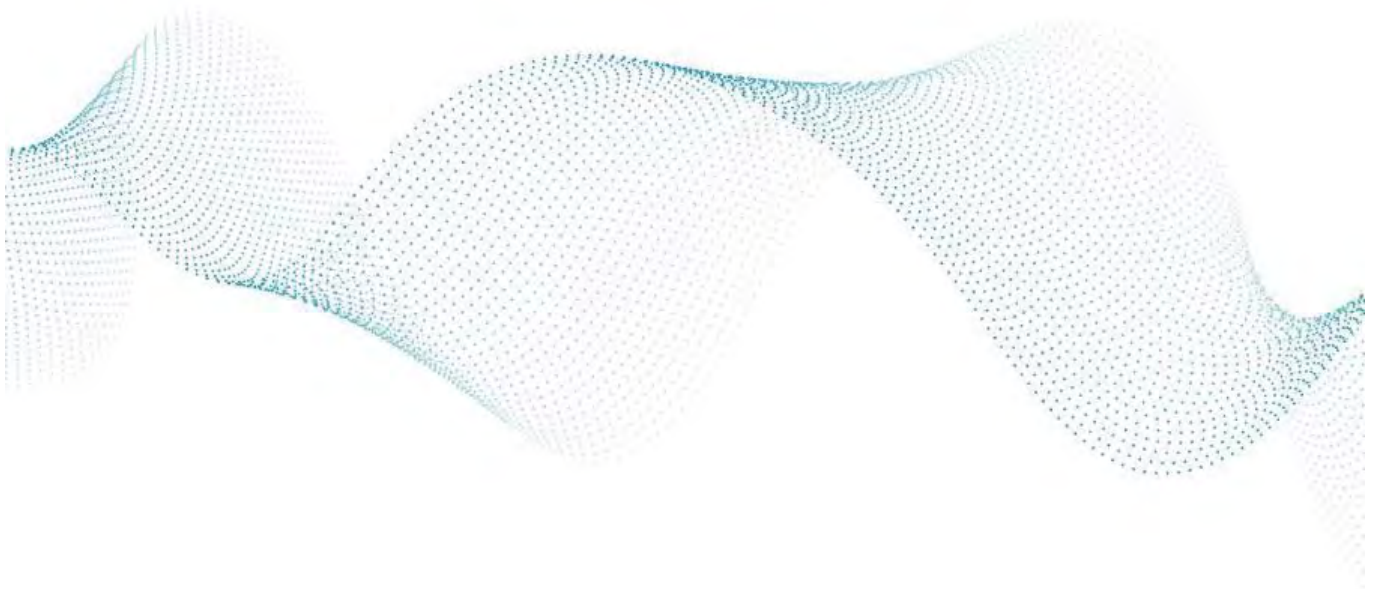
There's more news [here](#)

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## Appendix 13

### Core issues list



Core issues list

Issue	Description
1. Environment	Refers to koala habitat, wildlife, vegetation, recreational green space and air pollution.
2. Property impact	Refers to property values, neighbourhood amenity, disruption to residents and proximity to housing estates/properties.
3. Traffic – travel time	Refers to travel times and traffic flow.
4. Traffic – volume	Refers to increased or decreased traffic numbers.
5. Congestion	Refers to traffic congestion including vehicle queuing.
6. Noise	Refers to the increase or decrease in noise levels or the disturbance of a quiet area by noise.
7. Cost	Refers to the project cost or routes being more or less cost-effective.
8. Intersection – Beeville Road/Dayboro Road roundabout	Refers to any mentions of the Beeville Road/Dayboro Road roundabout.
9. Intersection – Youngs Crossing and Dayboro roads	Refers to any mentions of the intersection at Youngs Crossing and Dayboro roads.
10. Construction	Refers to aspects of construction including a route's constructability, ease of construction, timing of construction and impacts of construction including noise and inconvenience.
11. Use of planned road reserve	Refers to use of the planned road reserve at the end of Andrew Petrie Drive.
12. Dayboro Road upgrade (Option 1) including funding	Refers to mentions of Dayboro Road including it requiring an upgrade or concerns about its upgrade occurring or not receiving State Government funding.
13. Safety	Refers to safety impacts to road users, pedestrians and bike riders. Also refers to mentions of increased crime within an area.
14. Access	Refers to access into or out of the estate or impacts to property access.
15. Intersection – Andrew Petrie Drive/Affleck Avenue	Refers to any mentions of the Andrew Petrie Drive/Affleck Avenue intersection including the planned traffic signal.
16. Intersection – Kurrumba Drive/Daguilar Street	Refers to any mentions of the Kurrumba Drive/Daguilar Street intersection including the planned traffic signals.
17. Flooding	Refers to any mentions of the flooding issue and discussion around the project and/or the proposed alignments mitigating the flooding issue.

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Supporting Information

ITEM 2.2 - YOUNGS CROSSING ROAD UPGRADE - FINAL APPROVAL - A20727400 (Cont.)

18. Swimming area or Youngs Crossing Park recreational area	Refers to considerations about the swimming area or Youngs Crossing Park recreational area, including retaining use and access.
19. Traffic – delays/detours during construction	Refers to anticipated delays or detours that may be in place during construction.
20. Visual amenity	Refers to the visual impact of the proposed options or changes to the visual environment.
21. Bridge - height	Refers to the height of the bridge and associated roadways.
22. Bridge - length	Refers to the length of the bridge and associated roadways.
23. Either option not suitable	Refers to participants not being satisfied with either option.
24. Resumption	Refers to the resumption of property.
25. Consultation process	Refers to the consultation process including available information and tools used.
26. Traffic – speed limit	Refers to speed limit.
27. Intersection – Youngs Crossing and Protheroe roads	Refers to any mentions of the intersection at Youngs Crossing and Protheroe roads.