



YOUNGS CROSSING UPGRADE

COUNCIL SELECTS UPGRADE OPTION

NOVEMBER 2020

Moreton Bay Regional Council is working to upgrade Youngs Crossing Road at Joyner where it crosses the North Pine River to improve its flood immunity and address traffic needs.

With the Youngs Crossing Road transport corridor being a critical link to the South East Queensland road network, this upgrade is one of the biggest road infrastructure projects to be delivered by Council.

Youngs Crossing Road 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 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.

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

Preliminary planning and design work has also been undertaken to upgrade the road at Youngs Crossing.

In September 2020, Council sought community feedback on two shortlisted proposed options and received over 4,300 responses, with 66 per cent of respondents supporting Option 1.

Based on the outcomes of this consultation, funding considerations and further technical assessments, Council resolved to proceed with the upgrade option that largely follows the existing Youngs Crossing Road alignment (Option 1) at its 12 November 2020 General Meeting.

Decision-making process

A comprehensive report was developed for Council's consideration at the General Meeting, recommending Option 1 for the Youngs Crossing Road upgrade.


Council's project team made this recommendation based on evaluating the following key factors:


Cost/funding – the \$14.35 million cost difference to Council ratepayers between the two options, due to the Federal Government's \$7.75 million funding contribution being intended only for Option 1, is a major factor and aligns in favour of Option 1.


Community and stakeholder feedback – community consultation undertaken by Council showed strong community preference for Option 1. State and Federal Members of Parliament also expressed their preference for Option 1.

Stay updated

Keep up to date with the project's progress.

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

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Environment – an additional ecological survey and arborist investigation have provided better understanding of the environmental impacts associated with Option 1 and reassurance they can be reduced by adopting appropriate mitigation measures.

Technical considerations – engineering assessments of factors such as transport and traffic modelling, flood modelling and immunity levels, asset maintenance, issues and constraints identified in the concept design phase, and constructability have informed the recommendation.

Council's strategic plans and policies, results of a multi-criteria assessment (MCA) process and the project's history were also considered by Council's project team in forming the recommendation.



Option 1 Key features

- ✓ Four-lane standard road
- ✓ Bridge elevated approximately 10m above existing crossing level
- ✓ Bridge will provide 1% AEP flood immunity (a one per cent probability of occurring at least once or being exceeded in any year)
- ✓ Pedestrian footpath and on-road cycle lanes
- ✓ Noise barriers and landscaping along existing property frontages to be provided
- ✓ Koala exclusion fencing and other wildlife movement infrastructure will be incorporated into bridge and road design
- ✓ Environmental and amenity impact mitigation measures
- ✓ Youngs Crossing water hole and park access retained
- ✓ Speed limit to remain 60km/h

Minimising environmental impact

The significance of koala populations and native vegetation in and around the project area are key considerations for Council.

This project will affect some areas of environmental significance, mostly through the clearing of vegetation to accommodate the new bridge and its roadway approaches.

To achieve the best outcome, Council is working to reduce these impacts as much as possible.

Specialist environmental consultants have been engaged to assess the impacts and advise potential mitigation measures.

Environment assessments undertaken so far include:

- a preliminary environmental and cultural heritage assessment
- impact assessments to identify plant and animal species of national significance
- ecological survey of the vegetation in the vicinity of Option 1
- tree transplanting feasibility study.

Some of the mitigation measures Council will explore in more depth during the detailed design phase include the use of koala exclusion fencing and other wildlife movement infrastructure, replanting and propagating trees and vegetation, erosion/sediment controls and timing major works to occur outside koala breeding season where possible.

Incorporating wildlife movement infrastructure into the bridge and road design will help ensure the safe and ongoing movement of wildlife using the corridor.

As the bridge will be approximately 10 metres high, there will be opportunities for wildlife to access safe crossing points underneath the bridge.

Environmental impacts and cultural heritage assessments will be managed in line with Commonwealth and State legislation in addition to Council's environment management framework.

Community consultation outcomes

With over 4,300 responses, the community engagement process gave insights into preferences and concerns about the anticipated impacts of each option.

Key findings of the feedback included:

- more than two-thirds of all stakeholders prefer Option 1 (Youngs Crossing Road alignment)
- environment was the most highly valued concern among all participants
- most participants want to see the unique character of the area being retained by minimising environmental impacts, particularly to koalas and other local fauna and flora

- there was a high level of consideration of the impact to local residents
- general concern among participants for how increased traffic volumes and related effects on vehicle flow and travel times would be managed
- many participants were glad to see Council taking steps to progress a solution to Youngs Crossing Road's congestion and low flood immunity
- many participants want to see this upgrade happen in a timely manner.

Council would like to thank the community for the extensive level of feedback received throughout the consultation period.

This feedback will help inform future stages of the project.

You can view the consultation report outlining the outcomes and information about the engagement process on the project web page.

Project benefits

The upgrade aims to:

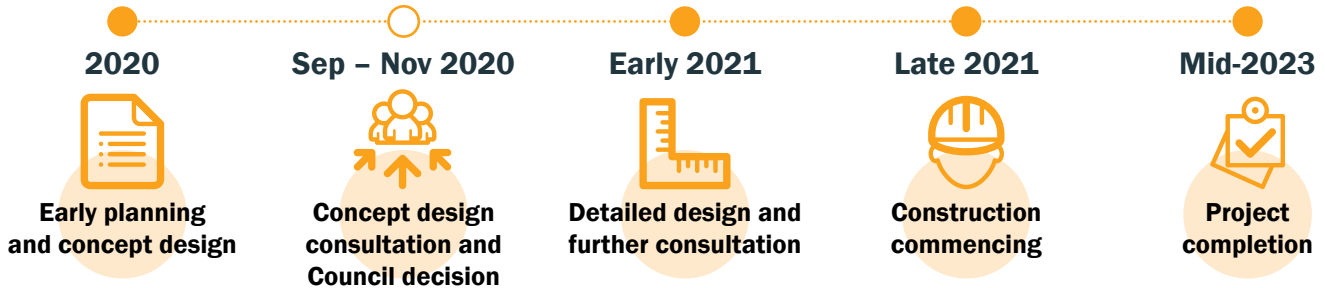
- ✓ ensure flood immunity during heavy rain events and water releases from North Pine Dam and Sideling Creek
- ✓ increase road capacity
- ✓ improve road safety
- ✓ reduce traffic delays and congestion
- ✓ provide shared paths and dedicated on-road bicycle lanes.



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Project timing

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Project funding

Based on the concept design, the current cost estimate of the upgrade is \$49.5 million.

The Australian Government's \$7.75 million funding contribution for this alignment option means that at this early stage, the cost to Council is forecast to be \$41.75 million.

More detailed cost estimations will be undertaken during the detailed design stage as the road alignment and bridge design is refined.

Council has budgeted \$40 million towards the project and will continue to advocate on behalf of the community to seek further funding from the State and Federal Governments for this important regional road corridor.

Next steps - progressing to detailed design

The project will move into the detailed design phase now a preferred route has been decided.

Council will engage engineering consultants to develop detailed designs of the new bridge and road upgrade and undertake more technical assessments.

During this next stage, the following considerations will be explored in detail:

Environment – a full environmental assessment of existing vegetated areas will be undertaken, required permits obtained where applicable and habitat offsets established.

Cultural heritage – Council will engage with the traditional owners and undertake a full cultural heritage assessment of the project.

Bridge capacity – the bridge structure will be designed to be capable of withstanding significant flood and debris impacts.

Road formation and embankments – refinement of the height, width and retaining structures associated with the road embankment will be undertaken to reduce impacts to properties and park areas.

Road safety – a design road safety audit will be conducted to consider all road users and identify any road safety risks and ways to eliminate/mitigate them.

Visual amenity – design of embankments, landscaping and screening will be explored to reduce the visual impact to nearby residents.

Noise abatement measures – specific components and location of sound barriers and vegetation screens to reduce noise intrusions will be developed.


Traffic capacity – a more detailed traffic assessment will be done to identify if and when upgrades are required to the Dayboro Road/Beeville Road roundabout.


Constructability – the road and bridge will be designed to minimise impacts on traffic flow throughout construction.


Early works packages – the opportunity to undertake early works will be explored, such as service relocations, establishing noise/screening barriers, landscaping and planting to help minimise the visual impacts of construction works.

As the project progresses, the project team will continue to engage with the community and stakeholders to refine the final alignment, work through concerns, and share the latest information and designs.

For more information

 **Visit:** 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