

Warrego Highway (Ipswich–Toowoomba) and Mount Crosby Road interchange, planning

Community Consultation Report

July 2023



Australian Government



Queensland
Government

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Project overview

The Warrego Highway between Brisbane and Toowoomba is part of the National Land Transport Network and Queensland's principal east–west route, connecting people and freight from South East Queensland to interstate and western Queensland destinations.

The highway connects to Mount Crosby Road via an interchange at the boundary of Chuwar, Karalee and North Tivoli. The on and off-ramps of the interchange are controlled by two roundabouts on either side of a two-lane bridge over the Warrego Highway. Mount Crosby Road provides a direct crossing point between the Brisbane and Ipswich local government areas.

Traffic demand at the interchange has exceeded the capacities of the two roundabouts, causing vehicles exiting the highway via the off-ramps to queue back onto the highway and queuing along Mount Crosby Road, at both sides of the interchange.

The Department of Transport and Main Roads (TMR) has classified the Warrego Highway near the Mount Crosby Road interchange as 'very high risk' due to a high number of traffic incidents in recent years.

Key information

- Mount Crosby Road carries around 12,000 vehicles per day (annual average daily traffic), with around 1,500 vehicles per hour during peak times.
- Warrego Highway carries over 58,000 vehicles per day at the Mount Crosby Road interchange (2019 average annual daily traffic), with around 6,000 vehicles per hour during peak times.
- More than 12% of this traffic are trucks and heavy vehicles.
- 44 incidents were recorded on the Warrego Highway near the Mount Crosby Road interchange between 2015 and 2020.
- The rising number of incidents correlates with the high traffic growth in the vicinity (at least 55% rear-end or lane-changing crashes).

TMR undertook formal community consultation on the proposed upgrade at the Warrego Highway–Mount Crosby Road interchange in mid-2020, to inform the future scope and delivery of the upgrade at the Warrego Highway–Mount Crosby Road interchange. Consultation included a proposed concept design based on a 2017 planning study which was ultimately not supported by most respondents due to substantial growth in the local area and increased traffic demand.

In response, TMR developed two additional design options for a significant interchange upgrade, and further community consultation was undertaken to understand the transport priorities of the area and current concerns with the interchange, including safety and congestion issues experienced by road users.

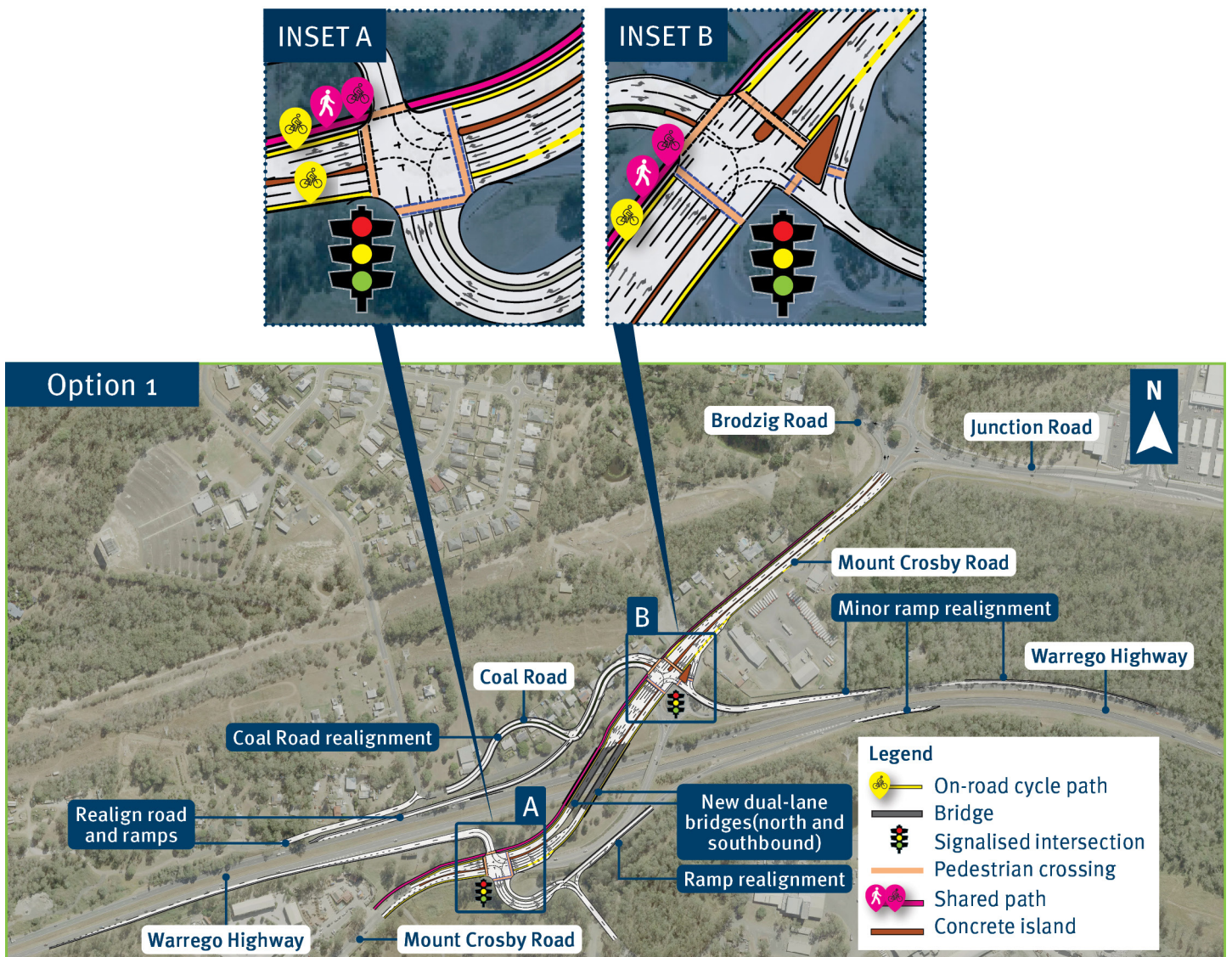
TMR again undertook formal consultation for the proposed Warrego Highway–Mount Crosby Road interchange between **24 August and 25 September 2022**. The consultation used both online and traditional communication platforms to enable widespread engagement amongst a diverse community, where the community and key stakeholders were asked to provide input on two proposed designs.

Proposed design options

Option 1: upgrade the existing interchange

- Two dual-lane bridges to replace the existing bridge
- Signalised north and south intersections to replace the existing roundabouts
- A variation of loop ramp for eastbound off-ramp
- Active transport paths for walking, bike riding and mobility devices.

Impacts of this option include some private property resumptions and changes to residential and business access on Coal Road and Mount Crosby Road.

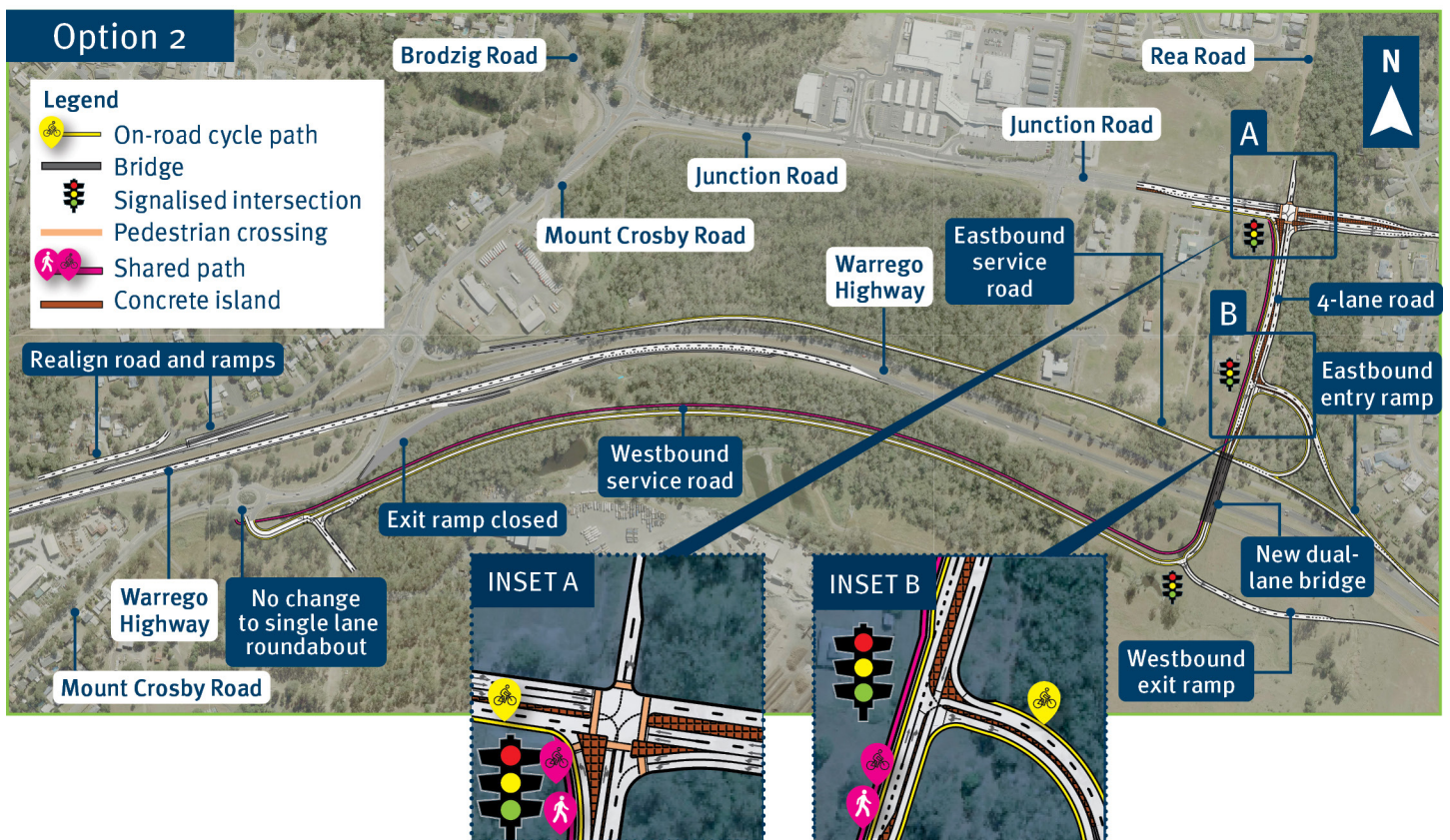


Map showing Option 1 for the Warrego Highway–Mount Crosby Road interchange upgrade.

Option 2: a new interchange connecting to Karalee

- East-facing ramps at Moggill Pocket Arterial connected to Mount Crosby Road via two one-way service roads south and north of Warrego Highway
- A new dual-lane bridge providing an alternative connection to Karalee, with connection via Rea Road
- A new signalised intersection at Junction Road, Moggill Pocket Arterial Road and Rea Road
- Service roads either side of Warrego Highway with active transport paths for walking, bike riding and mobility devices
- Minor upgrades at Mount Crosby Road as needed to accommodate increased demand
- Mount Crosby Road bridge to remain in its current state.

Impacts of this option include some private property resumptions and minor changes to residential and business access on Coal Road and Mount Crosby Road.



Map showing option 2 for the Warrego Highway–Mount Crosby Road interchange upgrade.

Consultation summary

TMR undertook formal community consultation on the proposed upgrade at the Warrego Highway – Mount Crosby Road interchange between 24 August and 25 September 2022.

The community were invited to have their say during this consultation in the following ways:

- Letters and emails to residents and businesses, elected representatives, as well as community and industry groups. This comprised of individuals and organisations who were directly impacted by the proposed upgrade or businesses and community and industry groups.
- A letterbox drop, which consisted of a project fact sheet including the proposed designs, link to the TMR project web page and online survey as well as contact details for the project team. This was distributed to around 10,500 businesses, households and community groups in the local area.
- Meetings were offered as part of the consultation process.
 - 22 individual briefings were held with impacted stakeholders
 - one meeting was held with the Karalee Community Association.
- Briefings were held with:
 - The Honourable Shayne Neumann MP, Member for Blair
 - Mr Jim Madden MP, Member for Ipswich West
 - Councillors Kate Kunzelmann and Russell Milligan, Ipswich City Council – Division 4.
- Community information sessions held at 3 different locations:
 - Karalee Shopping Village (2 sessions were held at this venue)
 - Brassall Shopping Centre
 - Tivoli Drive-In Theatre.
- Approximately 110 people attended the community information sessions.
- A sponsored social media post to promote the project and highlight the TMR project web page and online survey.
- TMR commenced notifications to potentially affected property owners from early 2022.

Summary of feedback

The project recorded 654 stakeholder feedback interactions during consultation. Some stakeholders provided multiple submissions via post, email or online, and these have been grouped together so the total number of unique stakeholders can be accurately recorded.

In total, 639 unique stakeholders provided feedback on this project.

654 stakeholder interactions

- Online surveys – 461
- Hardcopy or email surveys – 173
- Other – phone, video call or on-property meeting – 20

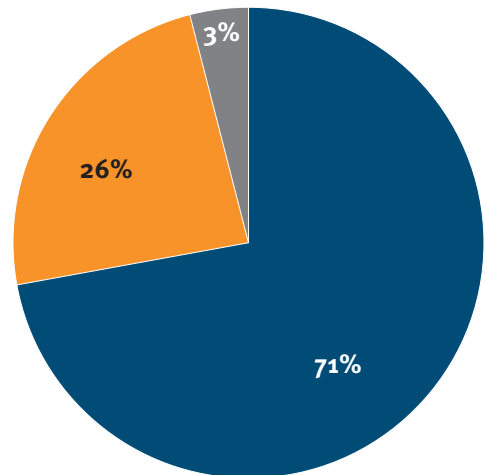


Figure 1 – Consultation participants

Community feedback overview

The consultation survey asked participants to select their preferred design option or state their preferences that were neither, or no preference. The options were:

- Option 1 – an upgrade of the existing interchange
- Option 2 – a new interchange connecting to Karalee
- Neither
- No preference.

Preferred design

64% of respondents preferred Option 2.

Of the remaining participants, 24% preferred Option 1, while 8% disliked both options (selecting neither), and 4% had no preference or did not answer this question.

Design preference (639 unique stakeholders)

- No preference
- Neither
- Option 2: new connection to Karalee
- Option 1: upgrade existing interchange

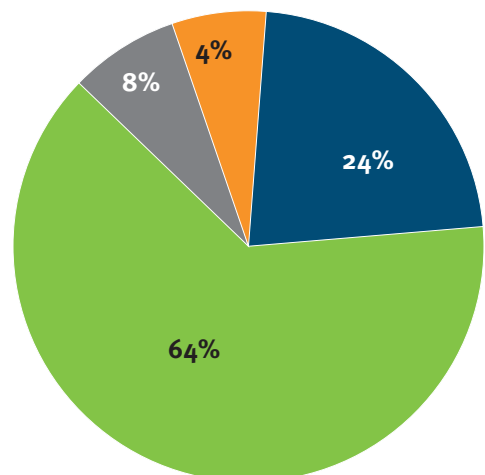


Figure 2 – Design preference selected by survey participants

Overview of main issues or concerns

The survey asked participants, “Do you have any concerns or comments about the proposed upgrade options?” Responses covered multiple issues that related to a specific design option or were general in nature across both options. Of the 639 unique stakeholders, 439 stakeholders provided a response to this question in Figure 3.

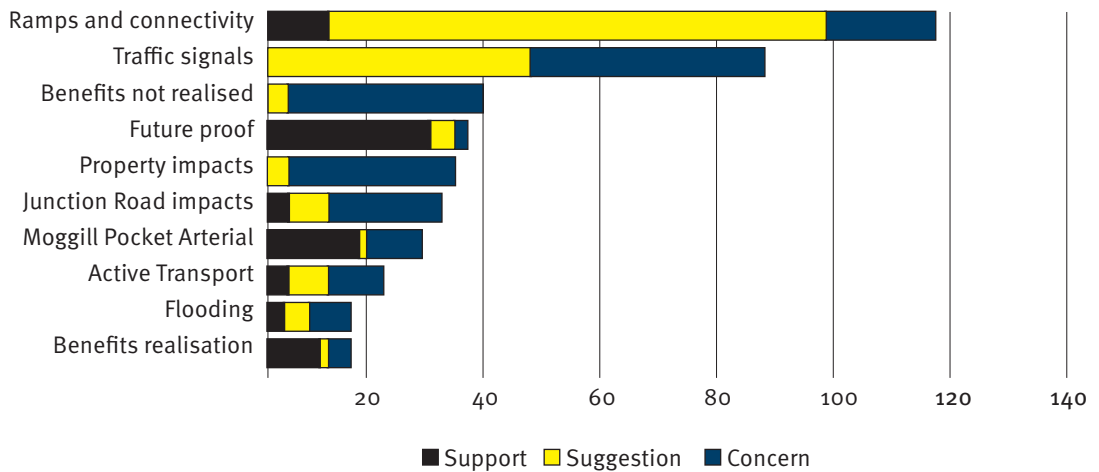


Figure 3 – Top 10 frequently mentioned issues

Option 2 feedback

Most of the feedback received was specific to Option 2 (64%). A total of 362 comments were received about this option and further analysis was undertaken to identify the general sentiment of the feedback and the specific issues relating to this option.

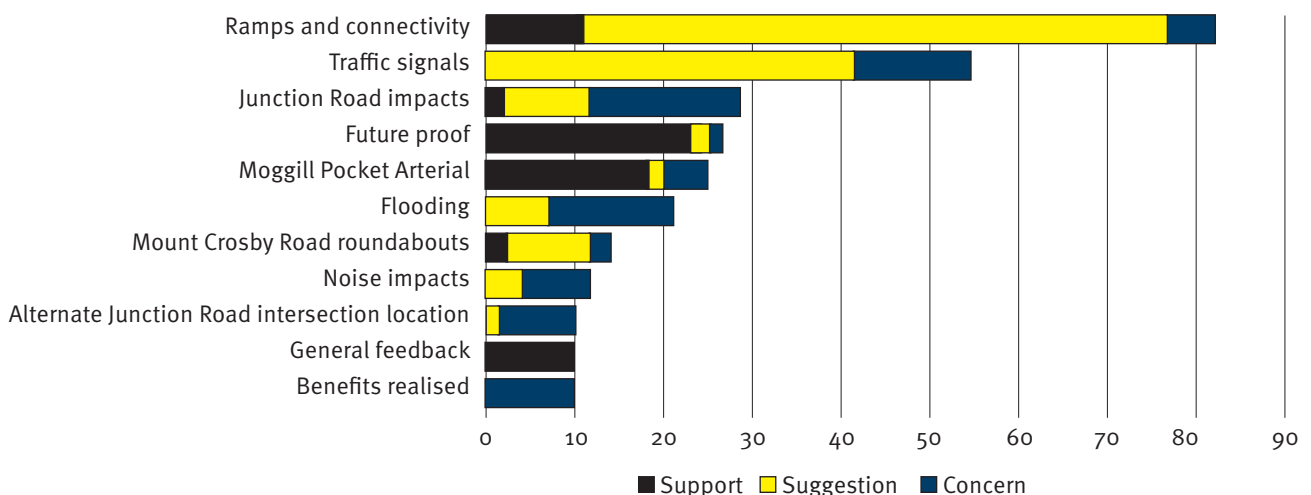


Figure 4 – Key issues Option 2

Overall, there was general support for Option 2, with 25% of comments providing direct support and a further 42% offering suggestions to address perceived issues with this option. The remaining 33% of feedback raised concerns with Option 2.

Table 1 – Option 2 summary of issues and concerns

Issue	Summary of issues/concerns
Ramps and connectivity	Closure of existing ramps Inadequate ramp lengths and widths Ramps will not allow free flow traffic
Traffic signals	Roundabouts work better Signals will cause delays and queuing Signals will not allow free flow traffic
Junction Road impacts	Extra traffic will use Junction Road and cause congestion
Flooding	New connection is in a flood-prone location and may cause new flooding issues
Noise impacts	Local concerns regarding potential noise impacts from new connection road
Mount Crosby Road roundabouts	Upgrades to roundabouts also needed Slip lanes needed Existing issues not addressed
Alternate Junction Road intersection location	Better to locate the new connection road to align with the existing traffic signals at the intersection of Junction Road and Essex Street

Option 1 feedback

There were 125 comments relating to Option 1, with 33% of respondents supporting the option and providing suggestions for addressing key issues and concerns with this option. There were significantly more concerns raised than support or suggestions. Overall, 67% of comments raised specific issues with Option 1.

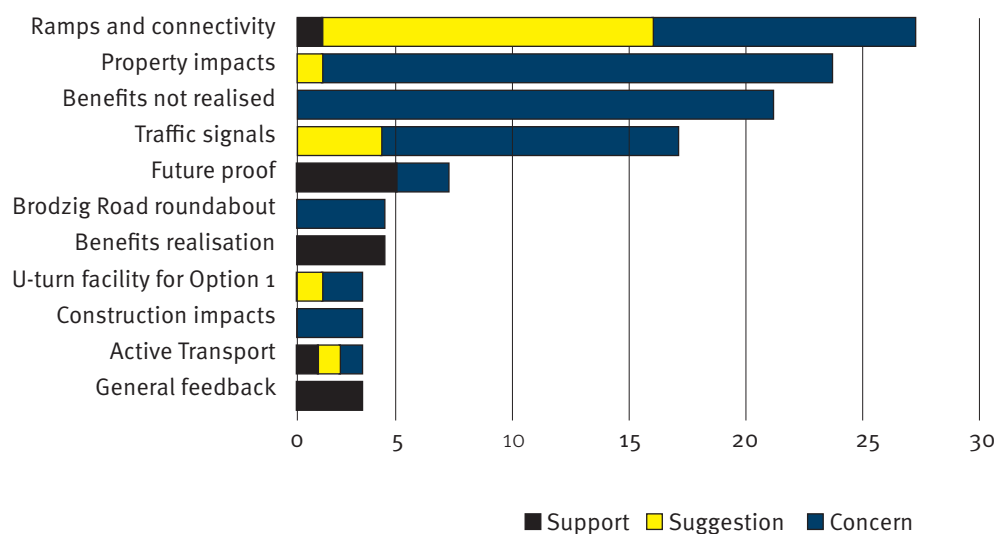


Figure 5 – Key issues Option 1

Table 2 – Option 1 summary of issues and concerns

Issue	Summary of issues/concerns
Ramps and connectivity	Inadequate ramp lengths and widths Ramps will not allow free flow traffic
Property impacts	Too many resumptions Eastbound exit ramp impact on local road (Mount Crosby Road/Coal Road)
Issue	Summary of issues/concerns
Benefits not realised	Queuing and delays still expected Increased congestion likely Not future proof Safety issues not fixed
Traffic signals	Roundabouts work better Signals will cause delays and queuing Signals will not allow free flow traffic
Brodzig Road roundabout	Existing issues not addressed
Construction impacts	Disruption during construction

Submission summary

Issue	Summary of issues/concerns
Property impacts	<p>‘Concerns re access to Coal Road properties.’</p> <p>‘What benefits are obtained from the Coal Road realignment and resumptions?’</p> <p>‘Suggestions for relocating infrastructure to lands with no buildings or no higher use eg lands underlain by coal mines to minimise cost and impact on property owners.’</p>
Noise impacts	<p>‘Concerns about noise impacts on Archer Court, Phar Lap Parade and surrounding areas.’</p>
Traffic signals	<p>‘Will traffic lights cause ramping or move congestion to different places?’</p>
Mount Crosby Road roundabouts	<p>‘Will Mount Crosby roundabout be upgraded if Option 2 proceeds to improve the experience for the significant traffic from Mount Crosby and Karana Downs?’</p>
Future proofing	<p>‘How do the options allow for future growth?’</p>
Active transport	<p>‘Cycle paths people believe these won’t be used.’</p>
Development impacts	<p>‘Impact of the traffic from the new Mount Crosby Road shopping centres (7/11 centre and near Sapar) on the interchange options.’</p> <p>‘Why has DTMR not been proactive in including the roadway planning for current building of the 7/11 service station and shopping centre opposite Shell and the Ampol service and shops at the southern roundabout along Mount Crosby Road opposite Sapar? One project is already underway and the other approved by ICC. These have had to have traffic management planning. The 7/11 will have a dedicated lane to enter, however, will have a 90 degree exit driveway onto a (currently) single lane westbound of Mount Crosby Road. The Ampol will have entry/exit points from the service road at Southern roundabout and also opposite Sapar to Mount Crosby Road.</p> <p>These will significantly impact traffic movements and will be exacerbated by ‘Option 1’. In particular, with southbound traffic along Mount Crosby Road there will be two lanes merging after ‘Inset A’ traffic light intersection at the point of exit from the Ampol service centre and secondly an entry/exit point where traffic comes off the westbound off ramp from the highway.’</p>

Online survey overview

Stakeholders were encouraged to complete an online survey as part of the community consultation process. A total of 461 people responded, with the majority citing their locality in the suburbs of Karalee, Mount Crosby, Tivoli, Chuwar, Karana Downs and Barellan Point. Of these respondents the prominent age demographic was 35–44 (23%), and 45–54 and 55–64 equally distributed at 21% each bracket.

Subject	Result
Respondents (total)	461
Locality suburbs (prominent)	Karalee, Mount Crosby, Tivoli, Chuwar, Karana Downs, Barellan Point
Age demographics (prominent)	35–44 (23%), 45–54 (21%) 55–64 (21%)

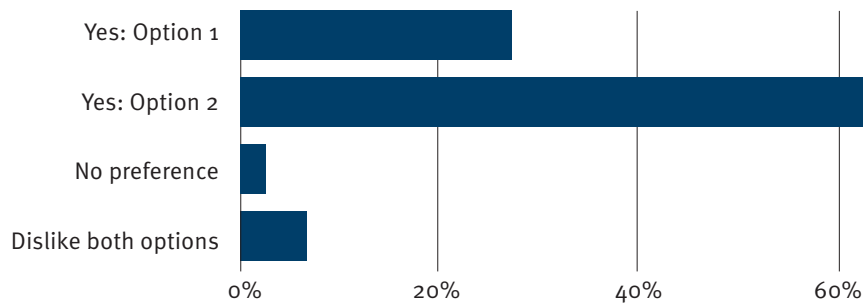
Online survey results

The results outlined in the question and response graphs in this section reflect the online survey results only and do not reflect survey results submitted by mail, email or other feedback method (461 respondents total). Not all survey questions were mandatory.

Survey Questions:

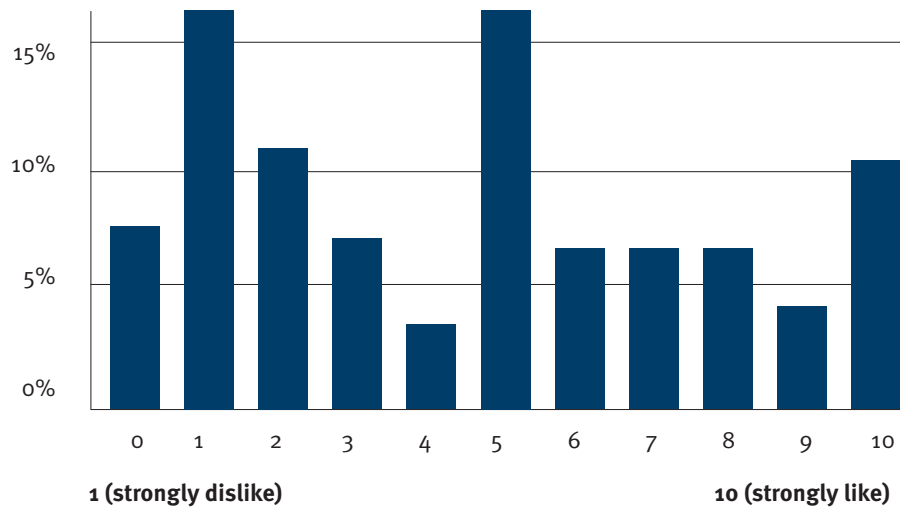
Do you have a preference on the two options being investigated? (452/98% respondents answered)

The top response to this question was: Yes – Option 2 (282 responses/62%)

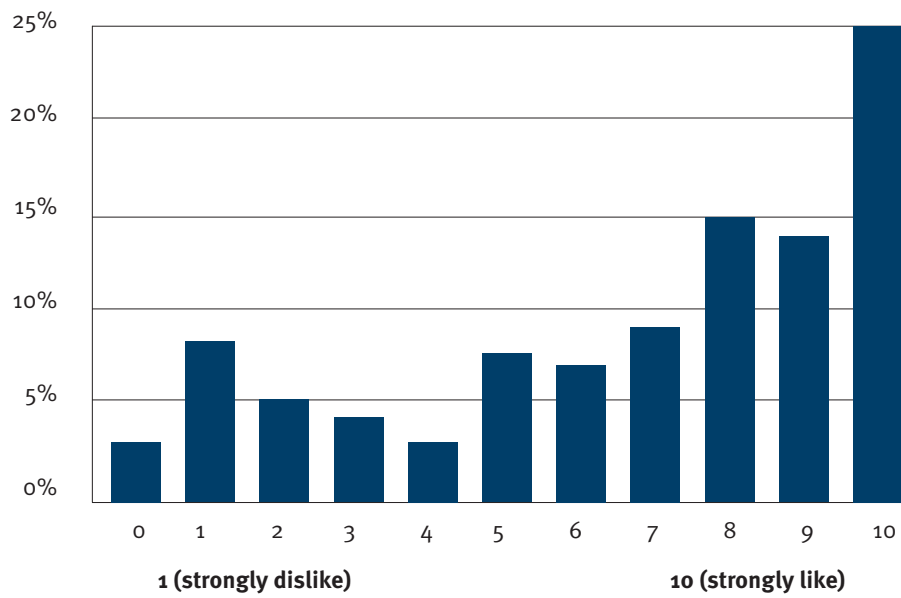


Answer choices	Per cent	Count
Yes: Option 1	28.32%	128
Yes: Option 2	62.39%	282
No preference	1.55%	7
Dislike both options	7.74%	35
Total	100%	452

Rate how much you like Option 1 on a scale of 0–10 (391/85% respondents answered)



Rate how much you like Option 2 on a scale of 0–10 (419/91% respondents answered)

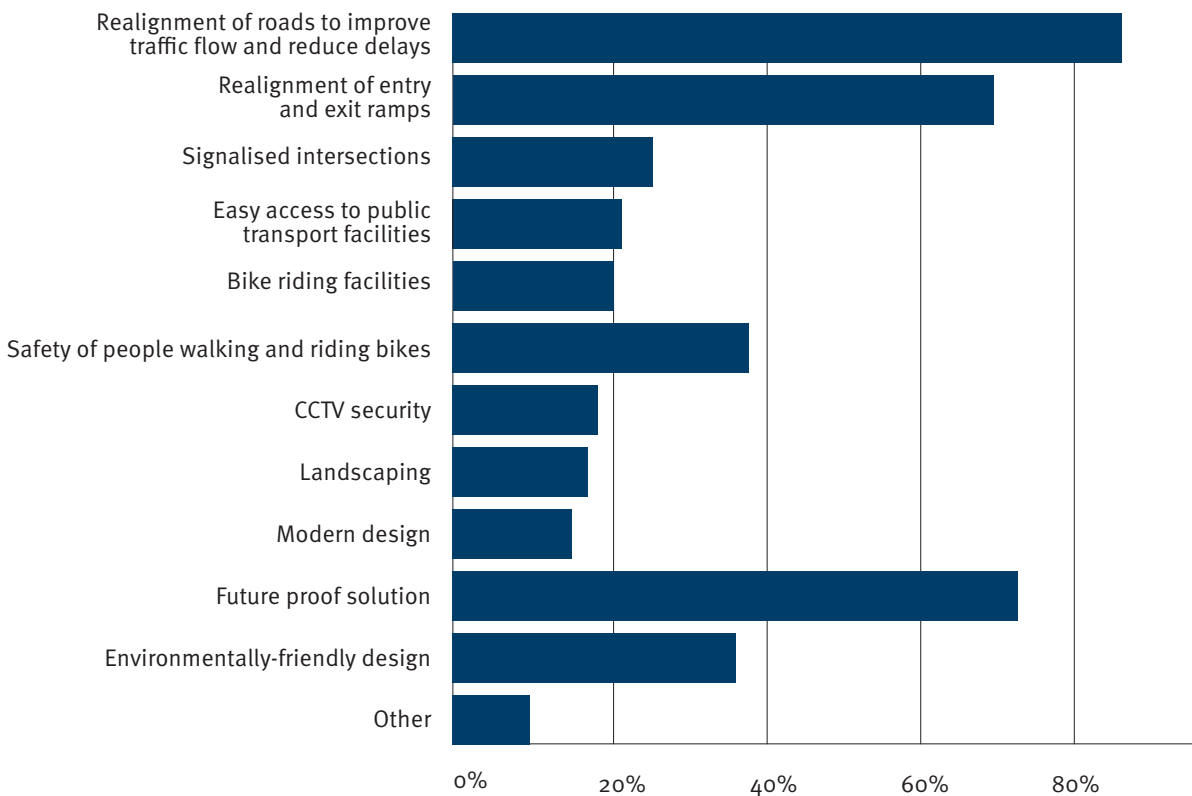


How important are the following design aspects to you?

Respondents were asked to select all that apply
(456/99% respondents answered)

The top three responses to this question were:

- Realignment of roads to improve traffic flow and reduce delays (409 responses/90%)
- Future-proof solution (337 responses/74%)
- Realignment of entry and exit ramps (322 responses/71%).



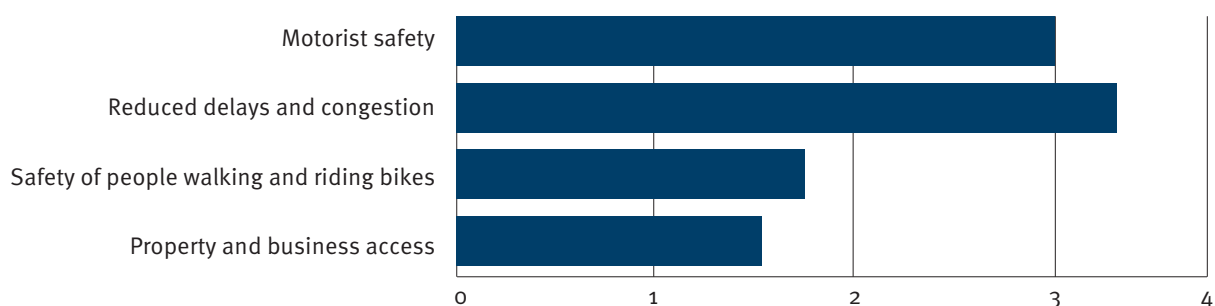
Answer choices	Percent	Count
Realignment of roads to improve traffic flow and reduce delays	89.69%	409
Realignment of entry and exit ramps	70.61%	322
Signalised intersections	27.19%	124
Easy access to public transport facilities	21.49%	98
Bike riding facilities	20.61%	94
Safety of people walking and riding bikes	36.18%	165
CCTV security	18.20%	83
Landscaping	16.23%	74
Modern design	15.57%	71
Future proof solution	73.90%	337
Environmentally-friendly design	34.87%	159
Other	8.55%	39

How important are the following project objectives to you? Respondents were asked to rank from 1 to 4

(399/87% respondents answered)

The top two issues which ranked number one to this question were:

- Reduced delays and congestion (223 responses/56%)
- Motorist safety (133 responses/34%).



	1	2	3	4	Count	Score	Avg. Rank
Motorist safety	34.37% 133	46.25% 179	14.99% 58	4.39% 17	387	3.01	1.89
Reduced delays and congestion	56.17% 223	30.48% 121	10.83% 43	2.52% 10	397	3.39	1.60
Safety of people walking and riding bikes	7.20% 26	14.40% 52	35.46% 128	42.94% 155	361	1.68	3.14
Property and business access	4.76% 17	10.08% 36	38.94% 139	46.22% 165	357	1.55	3.27

Score – Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.

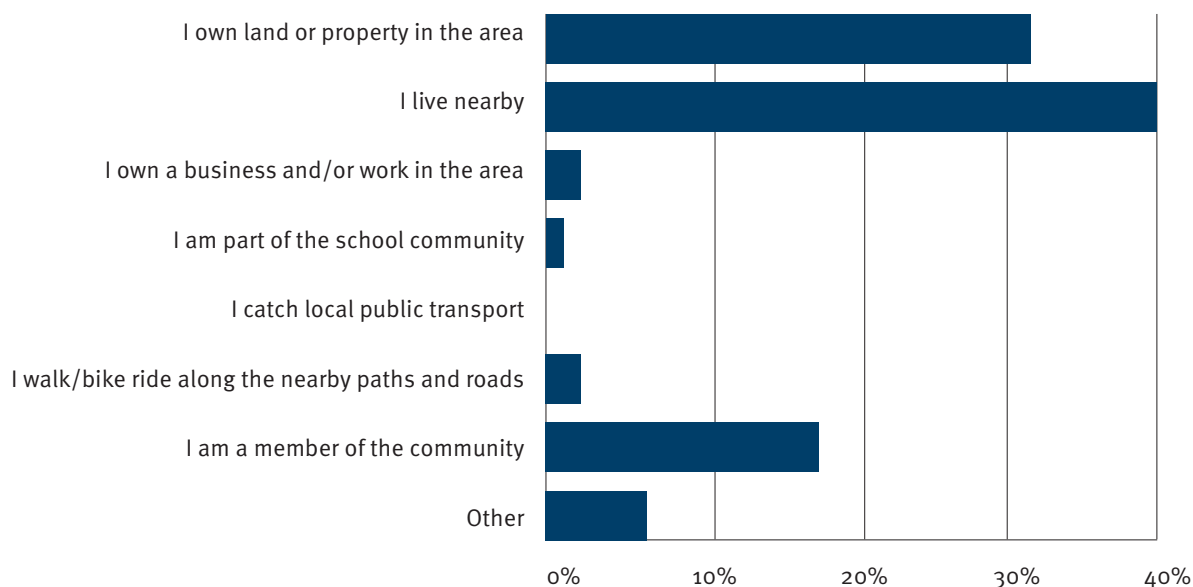
Average Rank – Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'count' of the choice.

What is your main interest in the Warrego Highway and Mount Crosby interchange upgrade?

(460/100% respondents answered)

The top three responses to this question were:

- I live nearby (185 responses/40%)
- I own land or property in the area (149 responses/32%)
- I am a member of the community (75 responses/16%).



Answer choices	Percent	Count
I own land or property in the area	32.39%	149
I live nearby	40.22%	185
I own a business and/or work in the area	1.74%	8
I am part of the school community	1.30%	6
I catch local public transport	0%	0
I walk/bike ride along the nearby paths and roads	1.96%	9
I am a member of the community	16.30%	75
Other	6.09%	28
Total	100%	460

Next steps

All participants received an acknowledgement and were thanked for their input.

Consultation participants and the wider community will be notified about the consultation outcomes.

TMR will keep the community up to date regarding project stages, including detailed design and construction, which are dependent on the business case outcomes, further funding and approvals.

www.tmr.qld.gov.au/projects/warrego-highway-ipswich-toowoomba-and-mount-crosby-road-interchange-planning

