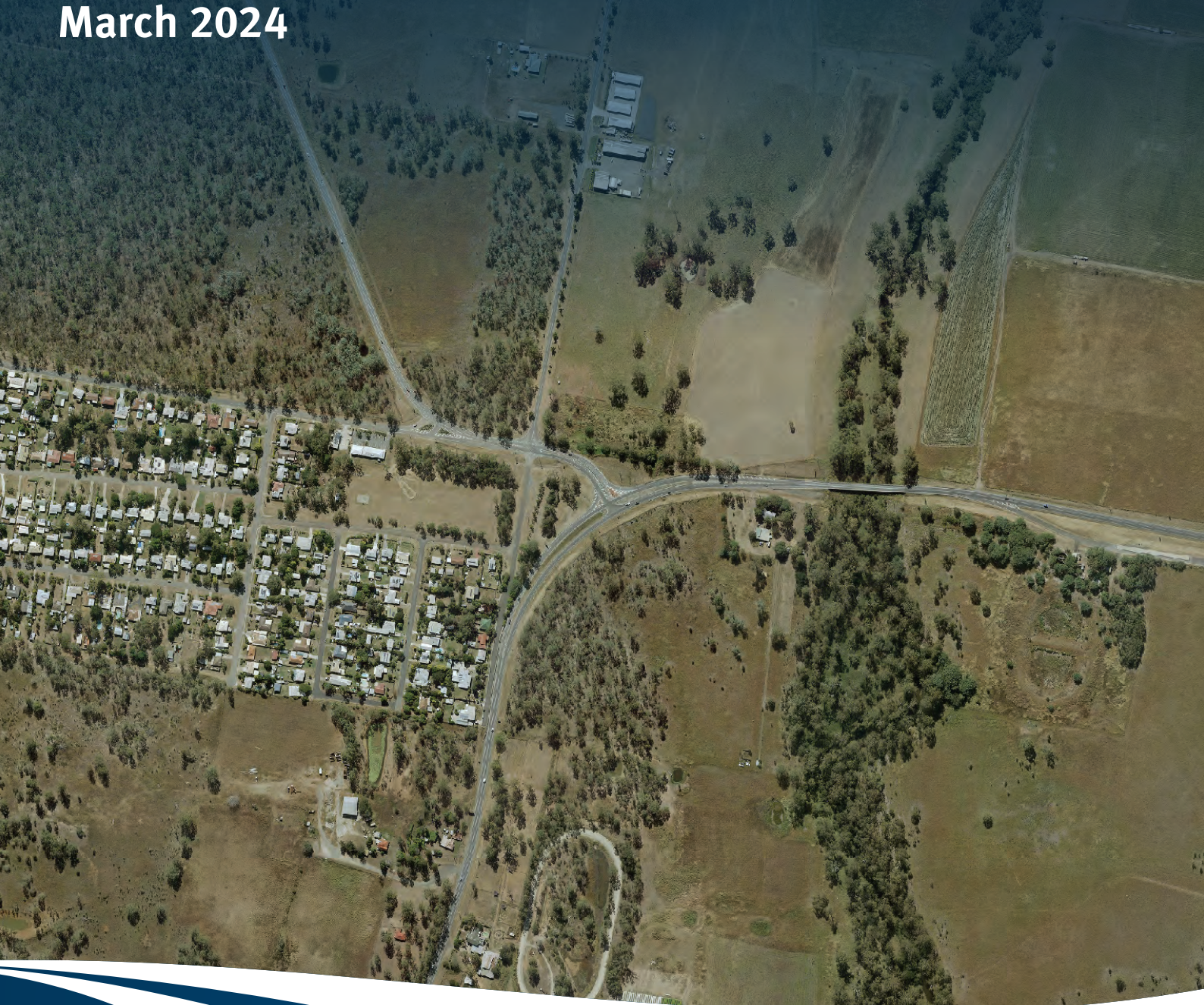


Cunningham Highway (Ipswich – Warwick) and Ipswich – Rosewood Road intersection, business case

Community Consultation Report

March 2024



Contents

| | |
|---------------------------------------|----|
| Project overview | 3 |
| Proposed design options | 4 |
| Consultation summary | 7 |
| Summary of Feedback | 8 |
| Community feedback overview | 9 |
| Further analysis of design preference | 9 |
| Evaluation of feedback | 10 |
| Online Survey overview | 11 |
| Next steps | 18 |

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Project overview

The Cunningham Highway is part of the National Land Transport Network for which the Australian Government has primary funding responsibility.

In June 2019, the Queensland Government announced \$212.5 million in joint funding from both the Australian and Queensland governments on an 80:20 split for upgrades to the Cunningham Highway. This funding includes \$20 million for future planning on the corridor.

The Department of Transport and Main Roads (TMR) has developed a plan to upgrade the Cunningham Highway. This plan involves various safety works and future improvements, including planning on the corridor.

The intersection of Cunningham Highway and Ipswich – Rosewood Road provides the main access point to Australia’s largest operational military air base – the Royal Australian Air Force (RAAF) Base at Amberley.

Traffic demand at the intersection exceeds the capacity of the intersection which results in significant travel delays and vehicle crashes.

Part of the funding allocated to planning is to develop a business case for the Cunningham Highway and Ipswich – Rosewood Road intersection (Amberley).

In May 2020, the Australian Government approved 80% funding to develop a \$1.65 million business case for an interim, intersection safety upgrade solution for the Cunningham Highway and Ipswich – Rosewood Road intersection (Amberley).

Key information

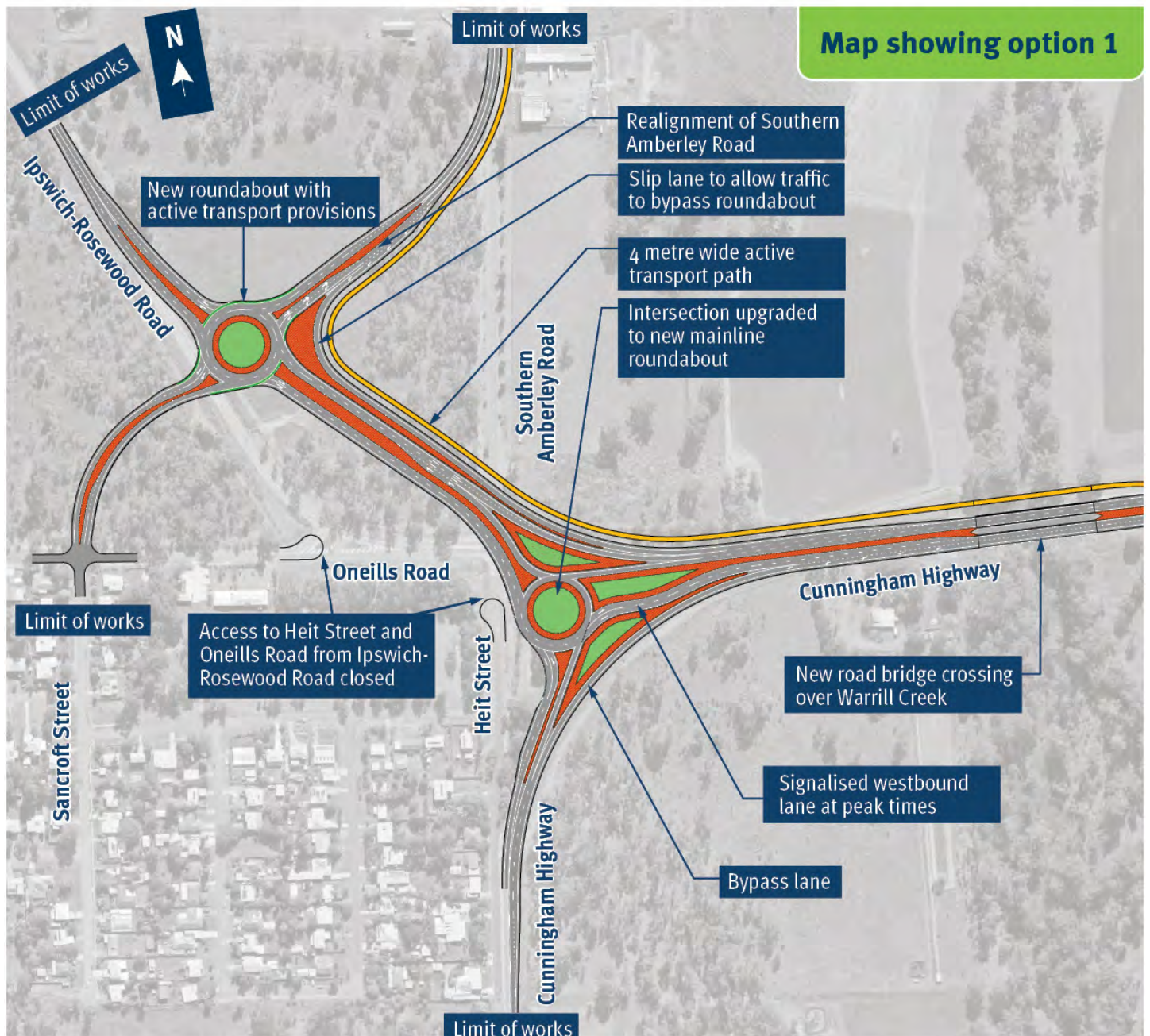
- Cunningham Highway carries around 20,000 vehicles per day at the Ipswich – Rosewood Road intersection (2021 data), with around 2000 vehicles per hour during morning peak period. Over 15% of this traffic are heavy vehicles.
- Ipswich – Rosewood Road carries around 8000 vehicles per day with around 1300 vehicles per hour turning right from the highway towards the RAAF Amberley base during the morning peak period.
- The acute right turn movement makes it very difficult for motorists to identify gaps in the oncoming, inbound highway traffic causing significant congestion with traffic queues extending for up to 3 kilometres.
- 14 crashes were recorded at this intersection between January 2015 and May 2020.

TMR undertook formal consultation for the proposed Cunningham Highway and Ipswich – Rosewood Road intersection (Amberley) between 6 June and 10 July 2022. The consultation used both online and traditional communication platforms to enable widespread engagement amongst a diverse community. The community and key stakeholders were asked to provide input on two proposed design options.

Proposed design options

Option 1

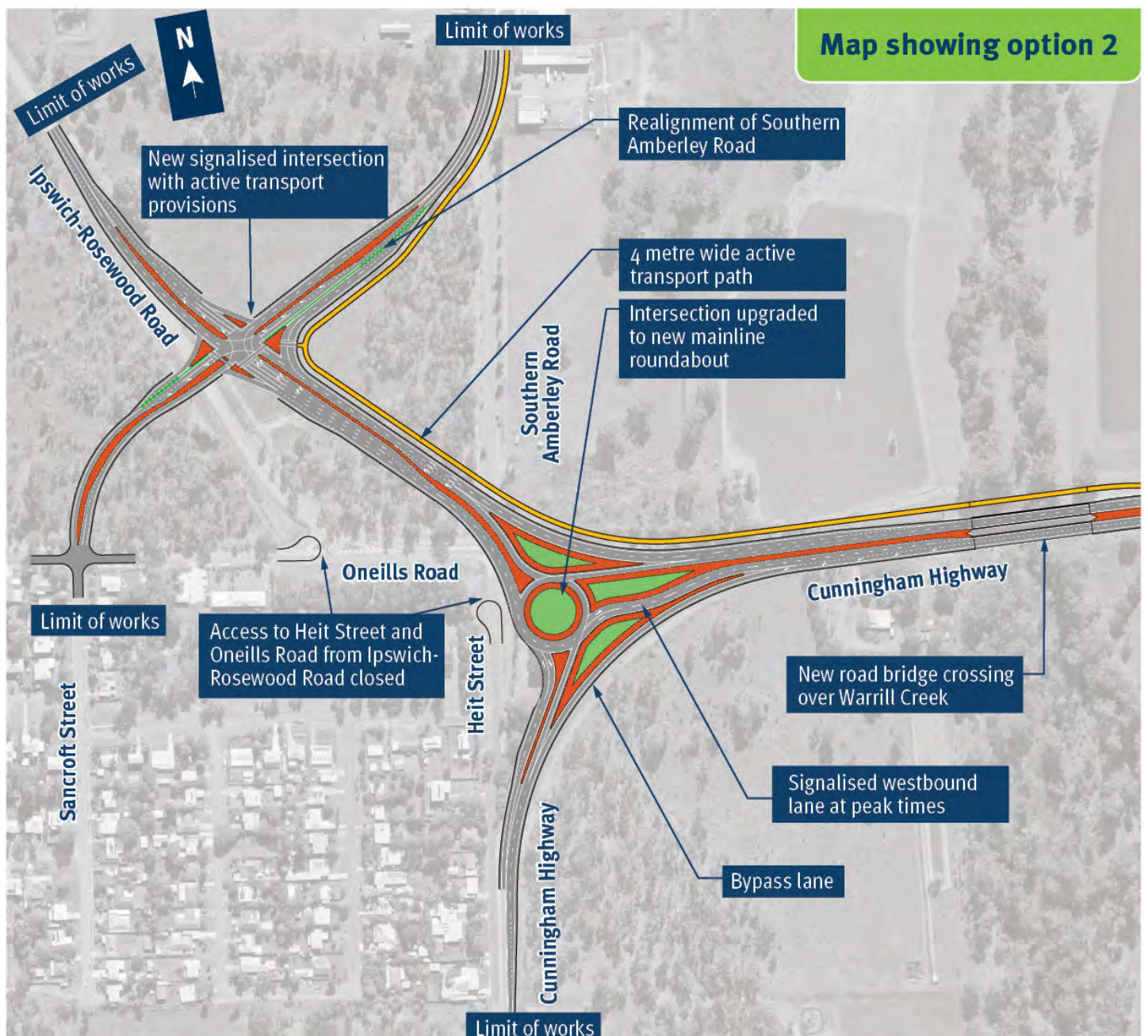
- Remove the existing priority intersection at Cunningham Highway and Ipswich – Rosewood Road and install a roundabout.
- Remove the existing four-way intersection at Heit Street, Ipswich – Rosewood Road and Southern Amberley Road and install a new roundabout to the north of the existing intersection.
- Duplicate the Cunningham Highway at Warrill Creek crossing.
- Proposed active transport component for bike riders and pedestrians.



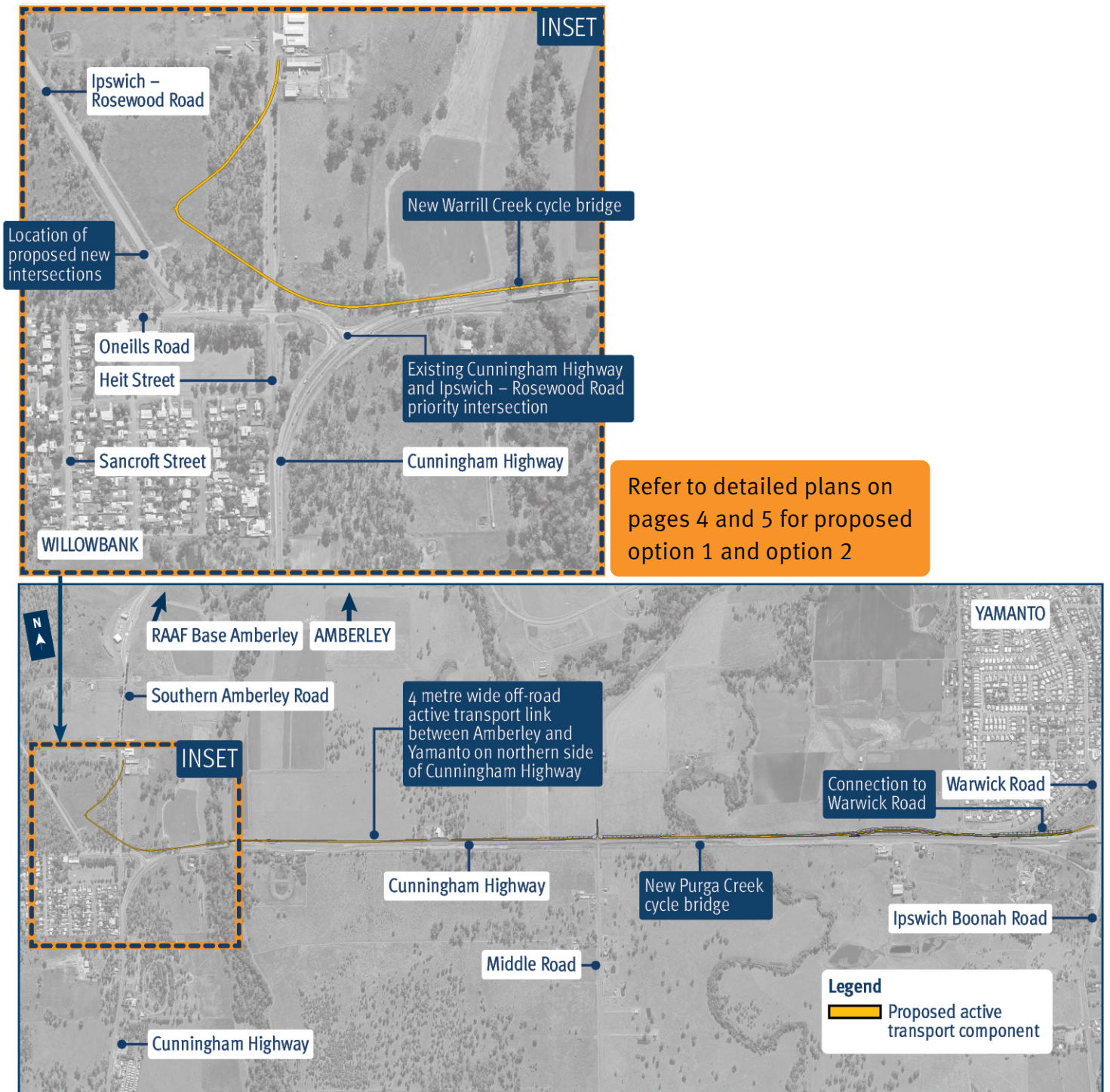
Map showing Option 1

Option 2

- Remove the existing priority intersection at Cunningham Highway and Ipswich – Rosewood Road and install a roundabout.
- Remove the existing four-way intersection at Heit Street, Ipswich – Rosewood Road and Southern Amberley Road and install a new signalised intersection north of the existing intersection.
- Duplicate the Cunningham Highway at Warrill Creek crossing.
- Proposed active transport component for bike riders and pedestrians.



Map showing Option 2



Map showing active transport component

Shared impacts

Impacts of both options included:

- some property resumptions along the proposed active transport pathway
- access changes to residential and business properties on Oneills Road and Heit Street.

Consultation was undertaken with elected officers from Ipswich City Council as well as representatives at all levels of government, including local, state and federal elected representatives.

Consultation summary

TMR undertook formal consultation for the proposed Cunningham Highway and Ipswich – Rosewood Road intersection (Amberley) between 6 June and 10 July 2022.

Community feedback was invited via:

- letters and emails to residents and businesses, elected representatives, as well as 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 to around 17,600 businesses, households and community groups in the local area
- meetings were offered as part of the consultation process:
 - : Four individual briefings were held with impacted stakeholders.
- briefings were held with:
 - : The Honourable Shayne Neumann MP, Member for Blair
 - : Mr Jim Madden MP, Member for Ipswich West
 - : Mr Jon Krause MP, Member for Scenic Rim
 - : Councillors Kate Kunzelmann and Russell Milligan, Ipswich City Council – Division 4.
- community information sessions conducted at two different locations:
 - : Amberley Guide Hut
 - : Yamanto Central (two sessions were held at this venue).
- a community information session originally scheduled at the Walloon Markets was relocated to Yamanto Central due to a wet weather cancellation. Stakeholders were informed of this by email via local elected representatives, community groups and social media.
- around 160 people in total attended the community information sessions.
- a sponsored social media post to promote the project and highlight the TMR webpage and online survey.
- TMR commenced notifications to potentially affected property owners in early 2022.

Summary of feedback

The project recorded 561 stakeholder feedback interactions during consultation. Some stakeholders provided multiple submissions via post, email or online, and these have been grouped together so that the total number of unique stakeholders can be recorded.

In total, 557 unique stakeholders provided feedback on this project (some participants provided multiple pieces of feedback).

Participation Type

- Online surveys (91%)
- Hardcopy/email/surveys (8%)
- Other phone, email, meeting (1%)

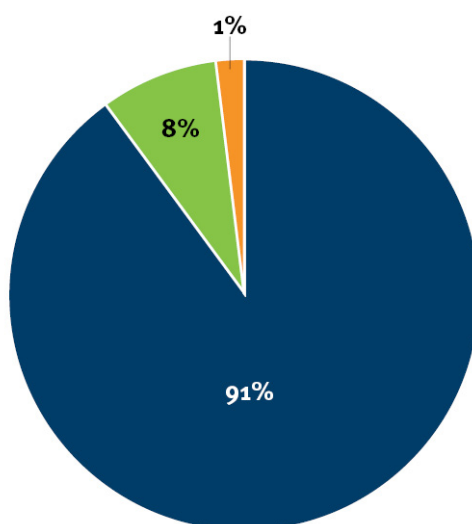


Figure 1 – Consultation participants

Community feedback overview

Preferred design

The consultation survey asked the community to select a preferred design option. The choices offered were:

Option 1: two roundabouts

Option 2: one roundabout and a signalised intersection

- 259 (47%) respondents selected Option 1 as a preferred design option.
- 58 (10%) respondents selected Option 2 as a preferred design option.
- 240 (43%) respondents opted not to select a preferred design option.

Preferred design

- Option 1: two roundabouts – 259
- Option 2: roundabout and signalised intersection – 58
- No vote – 240

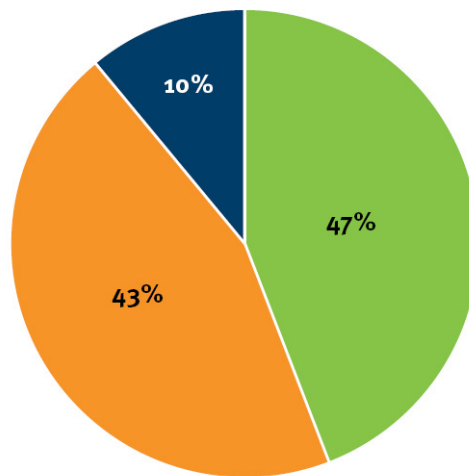


Figure 2 – Design summary of the design preference selected by respondents.

Further analysis of design preference

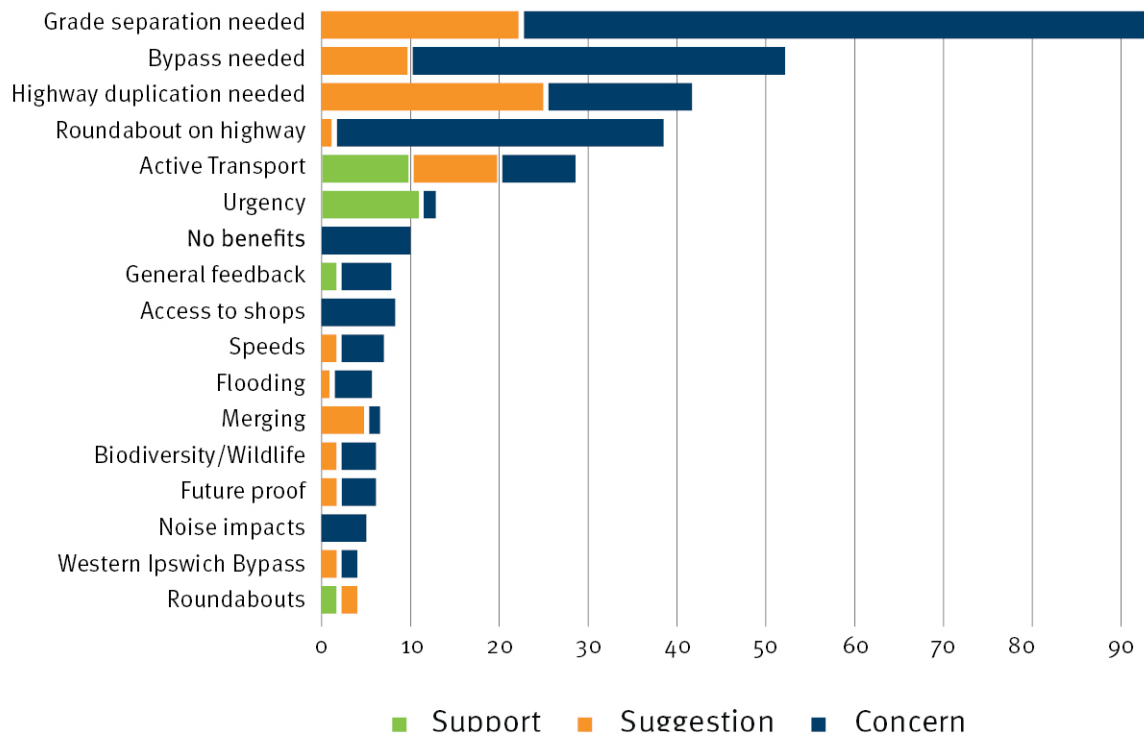
The high percentage of respondents that did not select a preferred option (43%), prompted further analysis of written feedback to identify reasons why a preferred option was not selected.

Based on the assessment of written respondent feedback, it was found that almost half of the respondents did not want either option because of concerns about the proposed designs.

Evaluation of feedback

A total of 314 respondent feedback comments were further analysed to identify sentiment and specific issues in the design options presented in community consultation.

The graph below summarises key issues from written responses and shows the count of categorised issues identified.



The table below summarises the key concerns raised by the community.

| Issue category | Summary of issues/concerns |
|----------------------------|---|
| Grade separation | Respondents believe that a roundabout will not fix the problem and an overpass or flyover is required. |
| Bypass | Respondents believe that the intersection needs to be bypassed as per the Cunningham Highway – Yamanto to Ebenezer (CHYE) planning project. The CHYE business case was finalised in 2012 and reviewed in 2016/2017. |
| Highway duplication | Respondents believe that the highway needs to be duplicated between Ripley and the Ipswich – Rosewood Road intersection. |
| Roundabouts | General concern that a roundabout on a highway will not solve the congestion issues and will cause safety issues for heavy vehicles using the roundabout. |
| Active transport | General support provided with some concerns for safety and suggestions to extend active transport links to the RAAF Base to provide better connections. |

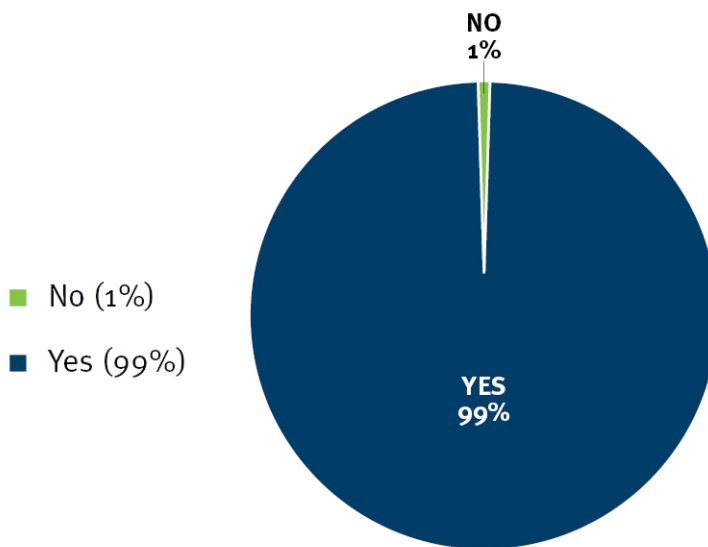
Online Survey overview

As part of the community consultation process, stakeholders were encouraged to complete an online survey. There were 501 respondents to the online survey and a further 23 hard copy survey feedback forms. The results are outlined below.

Results of Survey Questions

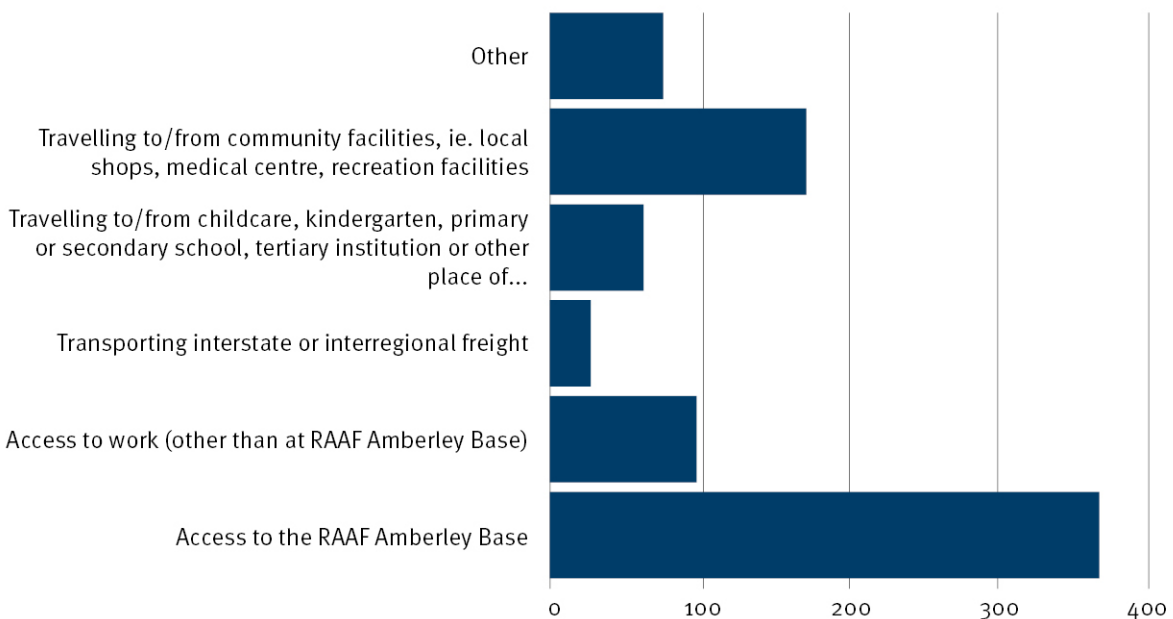
Do you currently use the Cunningham Highway and Ipswich – Rosewood Road intersection?

(100% of respondents answered)



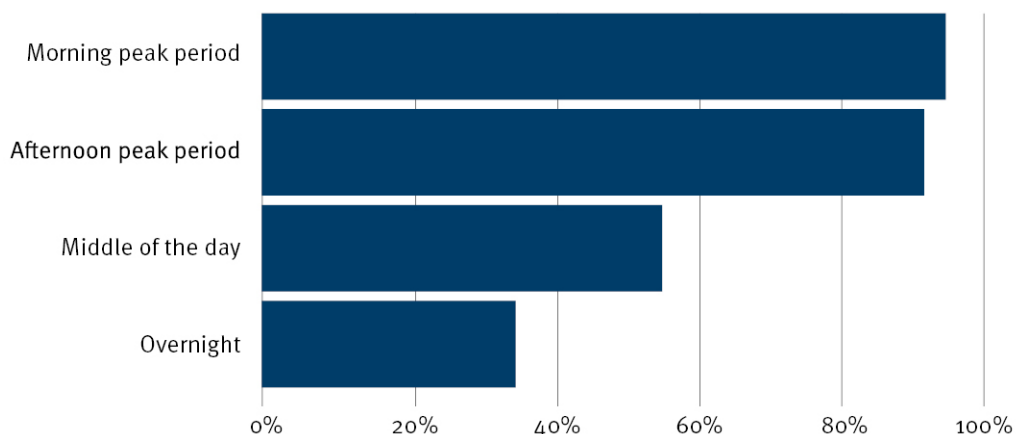
Why do you use the intersection? (Select all that apply)

(99.6% of respondents answered)



When do you use the intersection? (Select all that apply)

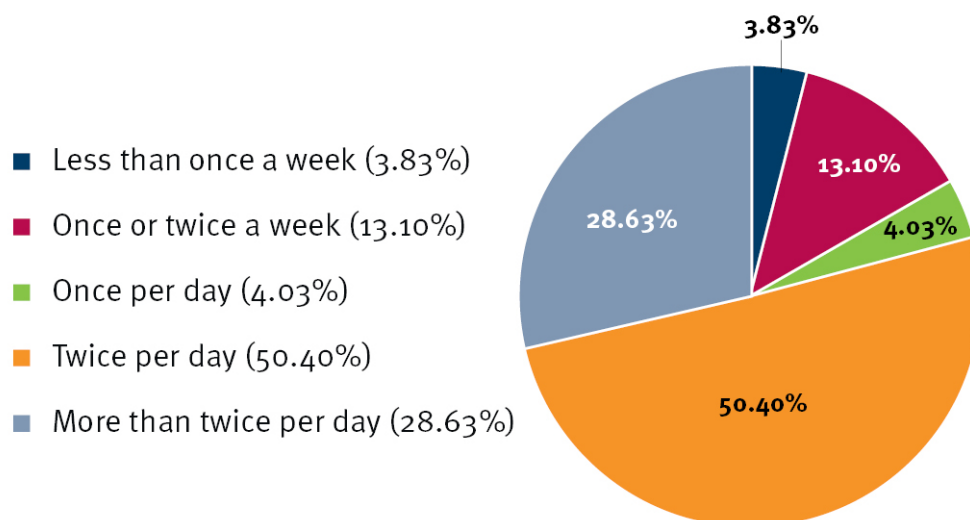
(99.2% of respondents answered)



| Answer choices | % | Count |
|-----------------------|--------|-------|
| Morning peak period | 95.57% | 475 |
| Afternoon peak period | 94.37% | 469 |
| Middle of the day | 54.93% | 273 |
| Overnight | 34.21% | 170 |

How often do you use the intersection? (Select all that apply)

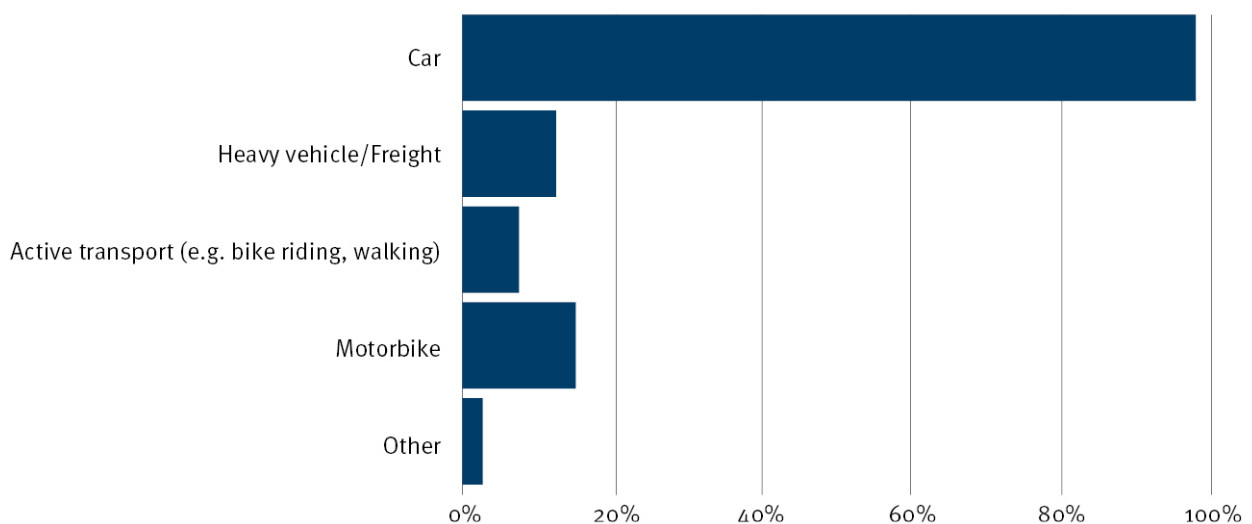
(95% of respondents answered)



| Answer choices | % | Count |
|-------------------------|--------|-------|
| Twice per day | 50.40% | 250 |
| More than twice per day | 28.63% | 142 |
| Once or twice a week | 13.10% | 65 |
| Once per day | 4.03% | 20 |
| Less than once a week | 3.83% | 19 |
| Total | 100% | 496 |

What methods of transport do you use when using the intersection? (Select all that apply)

(99% of respondents answered)

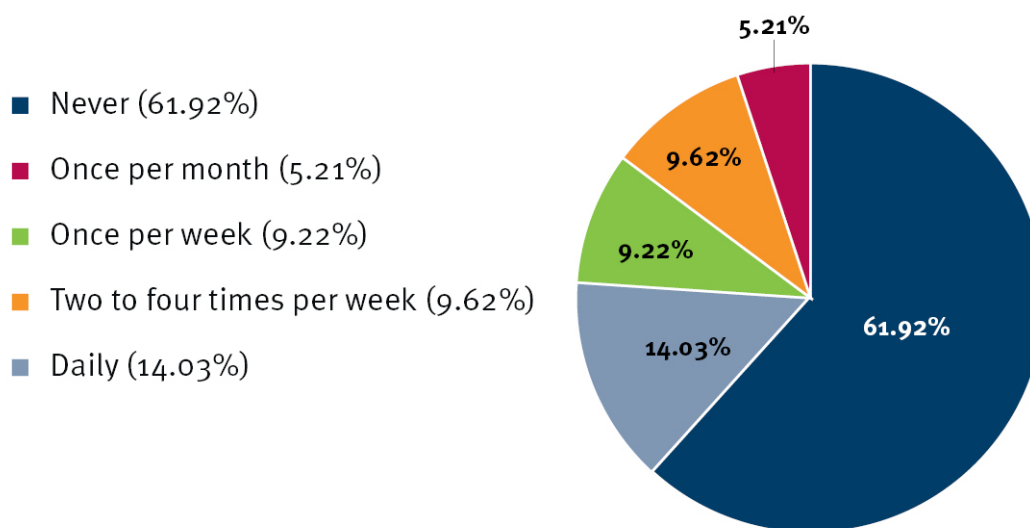


| Answer choices | % | Count |
|---|--------|-------|
| Car | 98.19% | 488 |
| Motorbike | 14.49% | 72 |
| Heavy vehicle/Freight | 9.86% | 49 |
| Active transport (e.g. bike riding, walking) | 6.64% | 33 |
| Other | 2.21% | 11 |

Note some respondents will use multiple transport modes

How often do you use active transport? (Select only one)

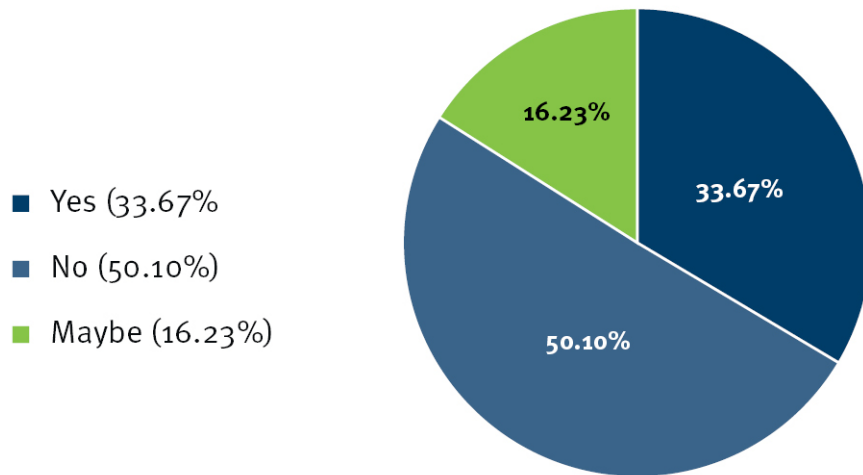
(around 99% of respondents answered)



| Answer choices | % | Count |
|----------------------------|--------|-------|
| Never | 61.92% | 309 |
| Once per month | 14.03% | 70 |
| Once per week | 9.22% | 46 |
| Two to four times per week | 9.62% | 48 |
| Daily | 5.21% | 26 |
| Total | 100% | 499 |

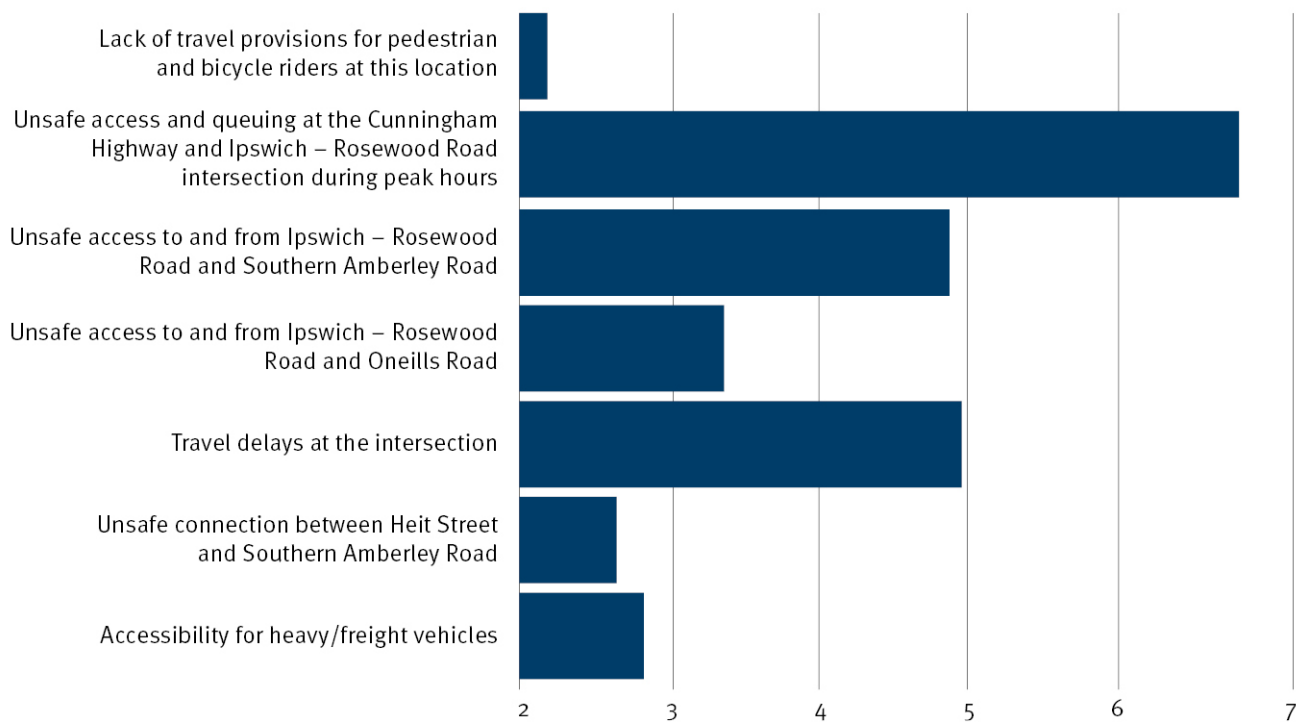
Would you be more likely to use active transport between Amberley and Yamanto if active transport facilities were installed? (Select only one)

(around 99% of respondents answered)



Below are a series of issues which have guided the interim design options for the upgrades (ranked in order with 1 being the most problematic issue and 7 being the least problematic issue):

(around 94% of respondents answered)



**Count of issues which have guided the interim design options for the upgrades
(ranked in order with 1 being the most problematic issue and 7 being the least
problematic issue)**

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | Count | Score | Avg. Rank |
|--|----------------------|----------------------|----------------------|---------------------|----------------------|----------------------|----------------------|--------------|--------------|----------------------|
| Lack of travel provisions for pedestrian and bicycle riders at this location | 4.55% 20 | 3.86% 17 | 5.91% 26 | 9.09% 40 | 8.64% 38 | 11.36% 50 | 56.59% 249 | 440 | 2.13 | 5.74 |
| Unsafe access and queuing at the Cunningham Highway and Ipswich – Rosewood Road intersection during peak hours | 71.03% 331 | 23.18% 108 | 4.08% 19 | 0.86% 4 | 0.43% 2 | 0.43% 2 | 0% 0 | 466 | 6.61 | 1.38 |
| Unsafe access to and from Ipswich – Rosewood Road and Southern Amberley Road | 5.47% 25 | 37.20% 170 | 30.20% 138 | 14.66% 67 | 7.66% 35 | 3.94% 18 | 0.88% 4 | 457 | 4.92 | 2.97 |
| Unsafe access to and from Ipswich – Rosewood Road and Oneills Road | 0.68% 3 | 5.63% 25 | 13.96% 62 | 25% 111 | 28.15% 125 | 18.02% 80 | 8.56% 38 | 444 | 3.21 | 4.63 |
| Travel delays at the intersection | 16.34% 75 | 25.49% 117 | 28.10% 129 | 15.25% 70 | 8.71% 40 | 5.01% 23 | 1.09% 5 | 459 | 4.97 | 2.94 |
| Unsafe connection between Heit Street and Southern Amberley Road | 0.68% 3 | 1.59% 7 | 6.83% 30 | 15.49% 68 | 30.75% 135 | 33.03% 145 | 11.62% 51 | 439 | 2.64 | 5.20 |
| Accessibility for heavy/freight vehicles | 2.26% 10 | 4.75% 21 | 12.22% 54 | 19.68% 87 | 14.48% 64 | 26.92% 119 | 19.68% 87 | 442 | 2.85 | 4.99 |

Next steps

After feedback from the community TMR will look into other options including a short-term safety treatment at the intersection. TMR will continue to work with the community and stakeholders and provide updates as the project progresses.

