

Major Road Duplication Project Stage 1

Springfield Parkway and Springfield Greenbank Arterial Duplication Project



The project

Ipswich City Council is planning a major upgrade of two key roads in the Springfield region, taking them from two lanes to four lanes. This is set to be the largest road upgrade project in council history.

These roads are:

1. **Springfield Parkway (from Topaz Road to the Centenary Highway, Springfield)**
2. **Springfield Greenbank Arterial Road (from Springfield Parkway to Sinnathamby Boulevard)**

The upgrade will occur in three separate stages. Please refer to the maps inside to find out more.

Why is this project happening?

The Springfield region is experiencing rapid growth as a key urban centre within Ipswich. The Springfield Town Centre has the potential to accommodate 50,000 residents and in addition, longer term development scenarios suggest that the surrounding suburbs of Springfield, Springfield Lakes, Spring Mountain, Brookwater and Augustine Heights will collectively accommodate over 70,000 residents in future years.

These road upgrades are being undertaken to meet the associated travel demands that come with this growth. Sections of these roads are currently carrying more than 20,000 vehicles per day.

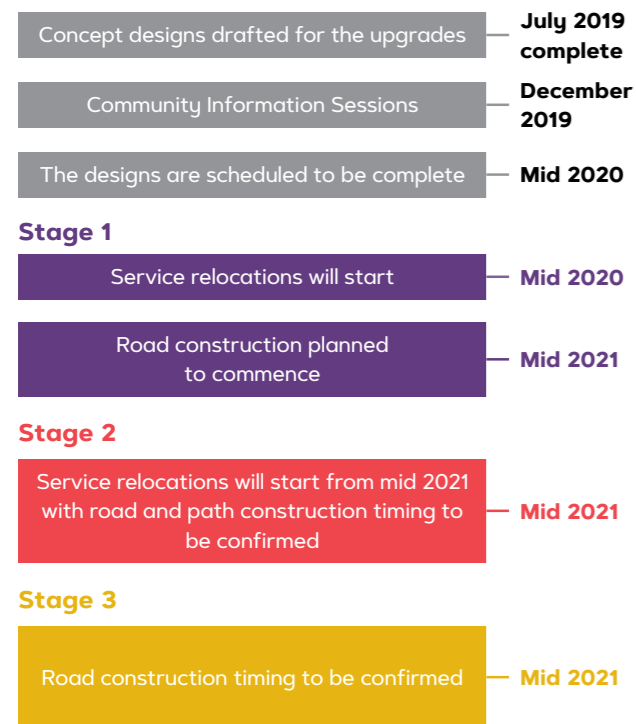
Springfield Parkway and Springfield Greenbank Arterial are identified as a principal cycle route within council's iGO Active Transport Action Plan and the Department of Transport and Main Road's SEQ Principal Cycle Network Plan 2016.

The project



Project timing

The road upgrades have been separated into three delivery stages. Within each stage, services (such as communication, water, gas) will need to be relocated before road construction can start.

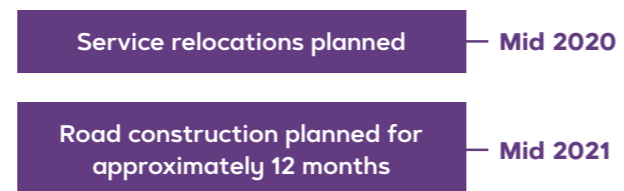


Project stages and key features

The majority of the road upgrade will involve the construction of two new traffic lanes adjacent to the existing road. For these sections traffic delays are expected to be minimal. However where intersections will be upgraded from roundabouts to traffic signals, some disruptions may occur. Traffic flows will be maintained particularly during peak traffic periods.

Stage 1 - Works on the Springfield Parkway and Springfield Greenbank Arterial

- Springfield Parkway - Hymba Yumba Indigenous Community Hub to Centenary Highway
- Springfield Greenbank Arterial - Springfield Parkway to Eden Station Drive



Stage 1 - Map

Key Features

- The road will be widened for the length of this section to include a total of four lanes.
- The Springfield Parkway and Springfield Greenbank Arterial roundabout will be upgraded to a signalised intersection. The traffic signals will accommodate pedestrian movements and include a u-turn facility.
- On road cycle lanes of 2m width will be constructed along the road corridor in both directions.
- A 3m wide shared pathway for pedestrians and cyclists will also be constructed.
- A retaining wall will be built near the Escarpment estate on Springfield Parkway.
- Bridge duplication over Opossum Creek.



How to contact council

If you have any questions about these planned upgrades, please contact the project team via phone 07 3810 6666 or email: IED.Projects@ipswich.qld.gov.au If you would prefer to receive project updates via email, send an email with "Springfield" in the subject line and we will add you to the distribution list.

Frequently asked questions

Why are the works being staged?

The overall project includes 3.9km of road duplication and shared path upgrades. The project is set to be the largest single road project in council's history.

With such a large capital cost to council, if delivered in a single year, the project would consume over half of the typical capital works budget. By spreading the costs across a number of stages, the project can be delivered over multiple years, and allows for council to continue to deliver its usual portfolio of new roads, road rehabilitation, open space, drainage and facilities projects.

Why is the construction timing for stages 2 and 3 yet to be confirmed?

Council's Capital Portfolio of Works details projects to be delivered across a three year cycle. As funding is confirmed, construction of each stage will be scheduled.

Why is there such a big gap between service relocation works and road construction?

Undertaking service relocations in the year prior to road construction works allows different contractors to safely undertake works without interfering with each other. Additionally, some relocation works must be undertaken by relevant service providers and needs to be scheduled in with their existing regional programs and priorities.

Will any properties need to be resumed?

The majority of the duplication works occur within current road reserves. At this stage of design, no acquisition of residential properties has been identified, and are not expected to be.

Will any trees be removed?

The new road alignment will require the clearing of trees. Council's design aims to reduce clearing or disturbance of existing trees wherever possible. New plantings will be made in the area to ensure the project has zero net canopy loss in accordance with council policy. Flora and fauna surveys will be undertaken prior to any works to ensure that protected flora and fauna will not be disturbed.

Will the work affect traffic?

A significant amount of work can be completed alongside the existing roadway, minimising the level of disruption. As construction commences, local detours can be expected at the three roundabouts being removed, and near the Hymba Yumba community school, where works are required to transition the new roadway from one side of Springfield Parkway to the other.

Council will at all times ensure that access in and out of housing estates, schools, shops and car parks is maintained.

What service relocations are going to happen and what can we expect to happen?

The current design process will determine which services are impacted and what services may need to be relocated. Where possible, the design is being altered to avoid any requirement for relocation works. If required, relocation works will occur in advance of the construction of each stage. This may result in minor delays caused by reduced speeds around relocation work, or may require partial or full road closures causing some delays or detours. Depending on the service to be relocated, these works may be controlled by the service providers directly.

Why is the roundabout at Springfield Parkway and Springfield Greenbank Arterial being removed?

Traffic modelling indicates that the existing roundabout at Springfield Parkway and Springfield Greenbank Arterial will reach capacity in coming years. Installing traffic signals at this intersection increases the safety for the increased traffic volumes expected. U-turn facilities will be provided on Springfield Parkway for safe vehicle movements at the intersection.

The traffic signals will also facilitate safe movement for pedestrians and cyclists across Springfield Parkway and Springfield Greenbank Arterial.

Will access in and out of the Hymba Yumba School change?

Council's design ensures that existing accesses in and out of the school are retained with small modifications. The road widening will occur on the opposite side to the school in this area.

With more traffic passing the school, can an overpass be built for pedestrians?

Council will be installing pedestrian crossings at the new signalised intersections, allowing for the safe crossing of the road. This will be the safest place to cross.