

Scenic Valleys Regional Roads and Transport Group

Landscape view of Warrego Highway Hattonvale Lockyer Valley. Queensland, Australia

Scenic Valleys RRTG map



5 projects

Total 2023–24 transport infrastructure projects



\$2,343,742

Total Transport Infrastructure Development Scheme (TIDS) 2023–24 allocation

Regional Roads and Transport Group Member Councils

- Ipswich City Council
- Lockyer Valley Regional Council
- Scenic Rim Regional Council
- TMR Metropolitan, South Coast and Darling Downs Districts

Regional Roads and Transport Group Members

Chair

To be advised

Former Chair

Councillor Virginia West,
Scenic Rim Regional Council

Deputy Chair

To be advised

Former Deputy Chair

Councillor Janice Holstein,
Lockyer Valley Regional Council

Technical Committee Chair

Chris Gray,
Scenic Rim Regional Council

Technical Coordinator

Gerard Read,
GWR Civil Engineering Management



Scenic Valleys Regional Roads and Transport Group (RRTG) Transport Infrastructure Development Scheme (TIDS) Program Details

The following information lists the RRTG TIDS 2023–24 works program by local government, with the project name and the year-to-date TIDS expenditure.

Ipswich City Council

Project name	Expenditure
Springfield Parkway, Springfield Greenbank Arterial to Topaz Road (Ipswich), duplicate to four lanes	\$763,159

Lockyer Valley Regional Council

Project name	Expenditure
Postmans Ridge Road (Helidon Spa), widen and upgrade pavement	\$94,000
Woodlands Road (Gatton), rehabilitate pavement	\$669,159

Scenic Rim Regional Council

Project name	Expenditure
Kerry Road, Spring Creek bridge, reconstruct pavement	\$763,160
Scenic Valleys RRTG, capability development	\$54,264

Project Story

Ipswich City Council, Springfield Parkway and Springfield Greenbank Arterial Duplication

Submitted by Capital Program Delivery, Ipswich City Council.

The largest road upgrade in Ipswich City Council’s history has reached a major milestone with the first of three stages now complete in the duplication of Springfield Parkway and Springfield Greenbank Arterial. Stage 1 duplication encompasses Springfield Parkway, north of Hymba Yumba Independent School towards Centenary Highway and Springfield Greenbank Arterial from Springfield Parkway to Eden Station Drive, Springfield Central. Stage 1 is an exciting first step in addressing traffic congestion throughout the Springfield community.

This duplication is vitally important to improving safety and ease of travel for the ever-increasing Springfield population.

Stage 1 hosts the Ipswich regions’ largest signalised intersection, incorporating six vehicle lanes and dedicated pedestrian and cycleway crossings to manage over 25,000 travellers each weekday. With Stage 1 delivered, the focus turns to early works in Stage 2 and completion of Stage 3 which is currently under peak construction.

Stage 3 construction includes the upgrade of the Centenary Motorway Exit 32 off ramp from two to four lanes to tie into the new Main Street signalised intersection and Park’n’Ride entry. Council is upgrading the exit in collaboration with TMR. Innovatively, both organisations worked together to close the motorway exit for five months to accelerate the program and complete several challenging service relocations, including a 10mx8m urban utilities pit located under the Park’n’Ride access.



Urban utilities pit works at Exit 32 Centenary Motorway, Ipswich City Council

The closure required extensive communication and engagement with key stakeholders to create community awareness and manage construction impacts.

This initiative enabled the project to save significant construction time and cost and accelerated the program to deliver Stage 3 by the end of 2024, promoting positive journey time efficiencies for the Springfield community.

Over \$2.2 million in TIDS funding has been spent on the upgrade works over the last three years (2021-22 to 2023-24), with further TIDS funding allocated in the RRTG’s forward works program.

Key Features of the Springfield Parkway and Springfield Greenbank Arterial Upgrade include:

Stage 1 – Delivered

- Road widening duplication from two to four lanes.
- Upgrading of Springfield Parkway/Springfield Greenbank Arterial roundabout to a signalised intersection. Traffic signals accommodate pedestrian movements and U-turn facility.
- On road cycle lanes of 2m along the road corridor in both directions.
- A 3m wide shared pathway for pedestrians and cyclists.
- Retaining wall construction near Escarpment estate on Springfield Parkway.
- Bridge duplication over Opossum Creek.
- Landscaping.
- Extensive service and drainage relocations and upgrades.



Centenary Motorway Exit 32 off ramp,
Ipswich City Council

Stage 2 – Early works

- Road widening duplication from two to four lanes.
- The roundabout at Springfield Parkway/Topaz Road/Woodcrest Way will be upgraded to a signalised intersection.
- Road widening, pavement works and new pavement marking on the Springfield College Drive and Bridgewater Road approaches to the roundabout on Springfield Parkway.
- On road cycle lanes of two metres along the road corridor in both directions.
- A three-metre-wide shared pathway for pedestrians and cyclists.
- Landscaping.
- Extensive service, drainage relocations and upgrades.



Springfield Parkway and Springfield Greenbank Arterial, Ipswich City Council - completed

- The roundabout at Springfield Greenbank Arterial/Main Street/Centenary Highway Exit 32 off-ramp will be upgraded to a signalised intersection.
- New access points will be constructed at the existing Springfield Central railway station carpark.
- On-road cycle lanes of two metres along the road corridor in both directions.
- Shared pathways for pedestrians and cyclists ranging from 1.5 to 3m.
- Landscaping.
- Extensive service, drainage relocations and upgrades.

Stage 3 – Peak Construction

- Road widening duplication from two to four lanes.





◀ Woodlands Road, Lockyer Valley Regional Council - during construction



▲ Woodlands Road, Lockyer Valley Regional Council - pre-construction

Project Story

Lockyer Valley Regional Council, Woodlands Road – Rehabilitation and safety improvements

Submitted by Infrastructure and Engineering Services, Lockyer Valley Regional Council.

Woodlands Road is one of the Lockyer Valley’s highest trafficked roads and is considered an arterial road and a key link between the Gatton and Laidley townships. The road’s previous formation was a narrow two-lane sealed road with limited sight distance and a few direct property accesses within a 90km/h posted speed environment. The identified road segment had

a low-speed reverse curve with substandard horizontal alignment which could be considered contributory to the number of crashes at this site in the past five years. In addition, there is an intersection and multiple driveways, all with substandard sight distance within the project extents. The upgrade of Woodlands Road aims to address several key objectives to improve the safety and efficiency for all road users.

One of the main objectives of the project is to widen the road from seven metres to nine metres to accommodate heavy vehicles and introduce additional safety measures to improve vehicle navigation through the reverse curves: improved superelevation, guardrail, delineation, signage, and a wide centreline/median treatment with audio tactile pavement marking. This is important

to ensure that larger vehicles can safely and efficiently travel along Woodlands Road without causing congestion or safety hazards for other road users, particularly encroachment into the opposing traffic lane. This will help to improve the flow of traffic and reduce the risk of accidents.

By installing rock protection in the road surface drains, it has optimised a previously problematic area, leading to a decrease in erosion following heavy rainfall events.

Another key objective is to reconstruct the pavement of the road. The previous misshapen road pavement not only provided poor rideability but also required frequent maintenance expenditure. Reconstruction of the pavement has greatly improved rideability, making it safer and more comfortable for drivers and passengers.

This will also help to reduce ongoing maintenance costs and prolong the lifespan of this asset.

Improving sight distances along Woodlands Road is also a crucial objective of the project. Limited sight distances can pose a serious safety risk for road users, particularly at intersections and curves. By removing obstacles and vegetation that impede sightlines, the project aims to enhance visibility and reduce the likelihood of accidents.

Overall, the upgrade of Woodlands Road will significantly enhance the functionality and safety of this important arterial road in the Lockyer Valley, benefiting both local communities and businesses. Approximately \$670,000 of TIDS funding has been spent on the project in 2023–24.

Project Story

Scenic Rim Regional Council, Kerry Road – Pavement reconstruction

Submitted by Scenic Rim Regional Council.

Scenic Rim Regional Council completed the latest major upgrade to Kerry Road to enhance safety, productivity, flood immunity, and resilience as part of the 2023–24 Scenic Valleys RRTG works program. Kerry Road is a key north-south council-connection road link from Beaudesert to many residential properties, farms, schools, and tourist areas.

It is approximately 36km long and is a council controlled Local Roads of Regional Significance, commencing in the township of Beaudesert and extending to the localities of Darlington and Lamington near the southern boundary of the Scenic Rim region. Various sections of this link currently have had an average seal width of 3.5 metres, poor vertical and horizontal geometry, limited sight distance, and poor cross drainage capacity, resulting in access being cut to vehicles frequently during annual rain events. Council has been progressively upgrading the standard of this link to a two-lane seal standard including the upgrading of Spring Creek and Duck Creek bridges over the last few years.

Council prioritised and allocated TIDS funding in 2023-24 to the Kerry Road section just north of Spring Creek Bridge (approximately 12km south of Beaudesert). This is a continuation of the upgrade of this key road link following completion of works on Kerry Road south of Spring Creek Bridge in 2023.

The scope of the project included:

- realignment of the road to improve sight distance and approach geometry to the new bridge, including minor land acquisitions
- pavement reconstruction and improvement, including major subgrade replacement works
- increased pavement width to seven metres



Kerry Road, Scenic Rim Regional Council - during construction

- two coat spray seal
- major cross drainage replacements and upgrades
- pavement marking and safety advisory signs throughout the section.

The work was undertaken by council's own day labour workforce with work commencing in October 2023 and completed in June 2024, with the project incurring considerable wet weather delays over the construction period.

The final project delivery cost will be approximately \$1.8 million, with approximately \$763,000 of TIDS funding contributing. Completion of this project has significantly improved road safety, productivity, flood immunity, and resilience to the communities and visitors of the Scenic Rim region.



Kerry Road, Scenic Rim Regional Council - during construction