

Ipswich Motorway Upgrade: Rocklea to Darra – Stage 1

Permanent closure of Ipswich Motorway westbound exit ramp to Rudd Street and Douglas Street. Why?

The permanent closure of the Ipswich Motorway westbound exit ramp to Rudd Street will increase the spacing between ramps. This will help improve safety and motorway operation by reducing the amount of lane changes and merging and diverging of traffic exiting and entering the motorway.

At this location currently, traffic enters the motorway from the Oxley Road roundabout and exits the motorway to Rudd/Douglas Streets in a very short distance. This is not an ideal situation for road users with traffic crossing multiple lanes at once.

This closure has always been part of the project and is occurring now to enable the final changes to the Reedy Road upgrade to be completed.

Please visit www.tmr.gov.au/rocklea2darra1 to view the project map (Design map: March 2019, PDF, 0.99 MB) showing this closure.

Is the permanent closure of this exit ramp really necessary?

Yes. The new arrangement involves extending the new Reedy Road entry ramp merging lane onto the motorway (westbound) by approximately 150 metres. Due to the close proximity of this new Reedy Road entry ramp to the existing Rudd Street **exit** ramp, it is unsafe to have both entry and exit ramps operating at once.

To ensure the safety of over 85,000 road users on the motorway each day, the existing Rudd Street **exit** ramp needs to be permanently closed to allow the new Reedy Road entry ramp to be constructed and open to traffic.

The Department of Transport and Main Roads (TMR) has undertaken comprehensive planning and reviews to design a concept and outcome that best balances the needs of the local community, while also achieving the safety and efficiency for the motorway.

The planning study completed in 2012 found that traffic congestion, extensive delays and a poor safety record were contributed to by the high number of access ramps and closely spaced interchanges. Key causes of the poor safety record included that the high number of closely spaced on and off ramps encouraged weaving and merging manoeuvres by motorists.

Where on the motorway will the permanent closure occur?

Please refer to the map provided below showing the location of the motorway exit ramp closure and alternate access locations.

Subject to weather and construction conditions, the existing motorway (westbound) Rudd Street/Douglas Street exit ramp is planned to permanently close to traffic from 8pm Sunday 9 June 2019.



When is the motorway's (westbound) Rudd Street/Douglas Street exit ramp permanently closed to traffic?

Subject to weather and construction conditions, the existing motorway (westbound) Rudd Street/Douglas Street exit ramp is planned to permanently close to traffic from 8pm Sunday 9 June 2019.

How can I exit the motorway (westbound) to access local communities at this time?

Motorists may use

- Oxley Road/Blunder Road exit ramp to Factory Road Loop, Blunder Road and Boundary Road, Oxley; or
- Oxley Road roundabout and Ipswich Road service road, Oxley; or
- Argyle Parade/Harcourt Road exit ramp, Darra.

When will the preparation works occur for this closure?

Subject to weather and construction conditions, these works will occur from 8pm Sunday 9 June to 5am Monday 10 June 2019.

During and following the permanent closure will access for local residents and businesses be maintained, including those needing to access Ipswich Road (south) service road, Rudd and Douglas Streets?

Yes. Access for local residents and businesses will be maintained via the Ipswich Motorway (westbound) Oxley Road/Blunder Road exit ramp to Factory Road Loop, Blunder Road and Boundary Road, Oxley; the Oxley Road/Blunder Road exit and roundabout to Ipswich Road service road Oxley. Motorists can also access Rudd/Douglas Streets via the Ipswich Motorway Argyle Parade/Harcourt Road exit ramp, Darra.

Traffic control and road signage advising of the changed traffic conditions will be in place where required. Reduced speed limits will occur during the works. Please allow extra time when planning your travel.

Will traffic volumes along nearby alternate exit ramps and local roads including the Oxley Road/Blunder Road exit ramp, Factory Road, Oxley/Blunder Road roundabout, Blunder Road, Ipswich Road service road increase significantly as a result of the exit ramp closure?

Following this permanent **exit** ramp closure, it is expected there will be a small increase in the traffic continuing to travel along these alternate routes to access Rudd Street/Douglas Street, Oxley.

Westbound motorists will make different decisions for their journey, once the ramp closure is complete, including:

- exiting the Ipswich Motorway at alternative locations, such as the Oxley Road/Blunder Road exit ramp to Factory Road Loop, Blunder Road and Boundary Road, Oxley; or Oxley Road roundabout and Ipswich Road service road, Oxley; or
- exiting the Ipswich Motorway further west via Argyle Parade/Harcourt Road exit ramp, Darra.

When was this permanent exit ramp closure announced, as part of the project upgrade?

The Queensland Government announced the permanent exit ramp closure, as part of this preferred upgrade option to the public in November 2011. This project upgrade balances the local community's needs with the expected future growth of the motorway by improving safety, reducing congestion and enhancing facilities for cyclists and pedestrians.

In October 2017 construction of the Ipswich Motorway Upgrade: Rocklea to Darra – stage 1 project commenced. The closure of the westbound exit ramp leading to Rudd Street and Douglas Street formed part of the project and was highlighted on the project map.

Who was involved in the decision-making of this permanent exit ramp closure?

As far back as 2003, the Ipswich Motorway Upgrade Planning Study commenced including public consultation on the planning options for the entire 19km of motorway.

TMR carried out detailed planning of the Ipswich Motorway Upgrade: Rocklea to Darra section from 2007 to 2010 including traffic modelling and consultation about the master plan with the community and affected stakeholders from May to June 2010. The Boundary Road Connection was included in the consultation for the 2010 Planning Study to improve connectivity on the local road network.

The business case for the Rocklea to Darra project was approved in 2012 following further public consultation from October to December 2011. Members of the community were invited to 'have their say' on the preferred plan, which was formally released in November 2011.

Consultation was undertaken in the forms of public meetings, public displays, newsletters and meetings with directly impacted property owners, community groups and local businesses. An invitation to provide written feedback on the plan was provided via advertising and letterbox drops to local residents and businesses.

Through public consultation in 2010, a number of issues were raised by the local community, including local traffic impacts, impacts on business operations, property resumptions, safety and motorway access. The department listened to the community and revised the upgrade option to include:

- safer and more efficient access to and from the motorway
- fewer property resumptions and less impacts on potentially directly affected properties
- improved sight distance along the motorway
- enhanced local roads to support business operations

As a result of community feedback received during the consultation phase and further technical and environmental investigation, a preferred project upgrade option was developed, including this permanent exit ramp closure.

Following this information being available for comment and on public display, all feedback received was included in the business case submitted to the Australian Government for funding.

When was the final decision made to permanently close this exit ramp?

The preferred option was submitted via a business case to the Australian and Queensland Governments. The final decision on this closure and other aspects of the stage 1 project were included in the business case and accepted once funding had been allocated.

How long has this permanent exit ramp closure been displayed on the project map for?

The permanent closure for this exit ramp was included in the published preferred plan in November 2011. Since the announcement of the stage 1 project in April 2017, the start of construction in October 2017 and subsequent publicly available maps since then, the closure has been highlighted.

Please visit www.tmr.gov.au/rocklea2darra1 to view the project map (Design map: March 2019, PDF, 0.99 MB) showing this closure.

Are any other ramps closing permanently?

Yes, there are four permanent ramp closures throughout the stage 1 project.

1. The eastbound exit ramp that led to Donaldson Road closed permanently in October 2017.
2. The westbound exit ramp leading to Boundary Road was closed in February 2018.
3. The westbound exit to Rudd street and Douglas Street is scheduled to close Sunday 9 June 2019.
4. The westbound entry ramp from Boundary Road is planned for closure early 2020.

What is the reason for permanently closing ramps?

The “Road to Ipswich” is one of Queensland’s oldest roads with travellers making the trip soon after John Oxley’s foray to the area in 1823. A legacy of this rich history is the large number of intersecting roads evolving into entry and exit ramps as progressive upgrades occurred. While these ramps operated safely when first built, traffic and congestion has increased substantially over the years.

The high number of on/off ramps and closely spaced interchanges that still exist today on the section from Rocklea to Darra encourages weaving and merging manoeuvres by motorists and contributes to the poor safety record. Interchanges on the Rocklea to Darra section of the Ipswich Motorway are more closely spaced by an order of three times compared to the Pacific Motorway.

The current motorway upgrade from Rocklea to Darra seeks to complement the upgrade from Darra to Dinmore from 2007 to 2012 by rationalising interchanges, improving safety and reliability, and alleviating congestion.

Who can I contact if I have a question about this exit ramp closure or want to find out more about the project, including what is being permanently upgraded as part of this Stage 1 project?

If you have a question about these upgrade works or would like further information about the project, please visit www.tmr.qld.gov.au/rocklea2darra1, email contactus@r2d1.com.au or call 1800 204 990.

Information about current traffic and road conditions can be found at www.QLDTraffic.qld.gov.au, by downloading the QLDTraffic app, or calling 13 19 40.

When will the whole project be finished?

The Ipswich Motorway Upgrade: Rocklea to Darra – Stage 1 is scheduled for completion in late 2020 (weather and constructions conditions permitting).

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Contact us

For more information about the project:

Call: 1800 204 990*

Email: contactus@r2d1.com.au

Visit: www.tmr.qld.gov.au/rocklea2darra1

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*Free call from anywhere in Australia. Call charges apply for mobile phones and payphones. Check with your service provider for call costs.

Map showing the permanent closure of Ipswich Motorway westbound Rudd/Douglas Streets exit ramp, Oxley + alternate access routes.

Scheduled from 8pm Sunday 9 June 2019

