

2023

Ipswich Advocacy Priorities

Roadmap to a city
of opportunity for all

ipswich.qld.gov.au/advocacy



A MESSAGE FROM THE COUNCIL



Ipswich has been South East Queensland's (SEQ) best kept secret. Our proven track record of providing families with the services and amenities of a large city without the large city price-tag has gained quiet momentum.

Now, the secret is out, and Ipswich is welcoming almost 6,000 new residents every year. By 2041, our community will grow by 170% to 560,000. Ipswich's annual projected growth rate of 4% is exceptional in comparison to Queensland's 1.2% and Australia's 0.9%. This has been encouraged by State and Federal Government population accommodation and housing affordability policy.

Ipswich City Council (ICC) believes Ipswich is a city of opportunity for all. We are SEQ's demographically youngest region and oldest provincial city, in the midst of a paradigm shift towards a modern, dynamic and innovative future. New economic precincts are emerging, and Ipswich is quickly securing strategic importance in health, manufacturing, defence, and logistics.

The current and future residents of Ipswich need and deserve support from all three levels of government to provide the infrastructure that will support a city of half a million people.

Council is working hard to unlock our city's potential. We pride ourselves on our accountability to our community's expectations through the award-winning Transparency and Integrity Hub, and look to set a new standard in governance and decision making.

This includes adopting a forward-thinking and evidence-based approach to determining the infrastructure and policy needs that will provide equitable access to opportunities and safeguard social and economic outcomes into the future.

We have the chance to get our critical catalytic infrastructure right today, so we don't face a crisis tomorrow. Investing now in transport, social infrastructure and employment generation will set us up for success.

Ipswich's roadmap to achieving our collective vision is guided by decision making informed by our corporate plan themes that were co-developed with the community:

- Vibrant and Growing
- Safe, Inclusive and Creative
- Natural and Sustainable
- Trusted and Leading Organisation

Through our regionally significant projects outlined in this document, we have laid out a vision for protecting and enhancing our great lifestyle by ensuring our growth is sustainably supported over the next twenty years.

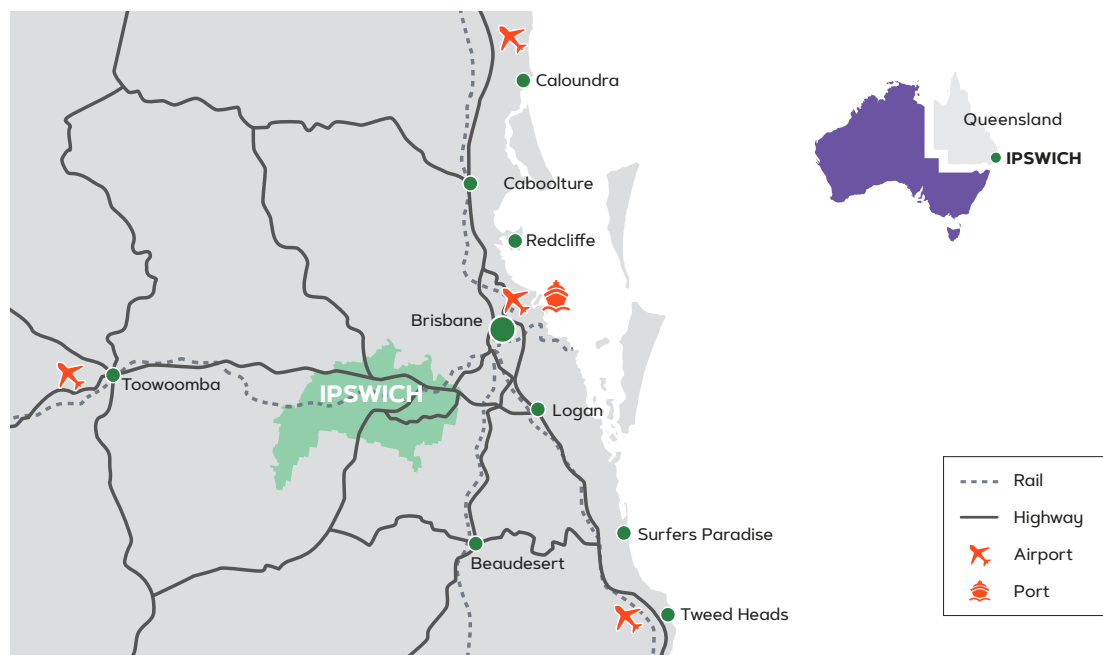
We are asking the Australian and Queensland governments to back our plans for Ipswich, and to provide the support that Queensland's fastest growing region needs to fulfil its potential.

Acknowledgement of Country

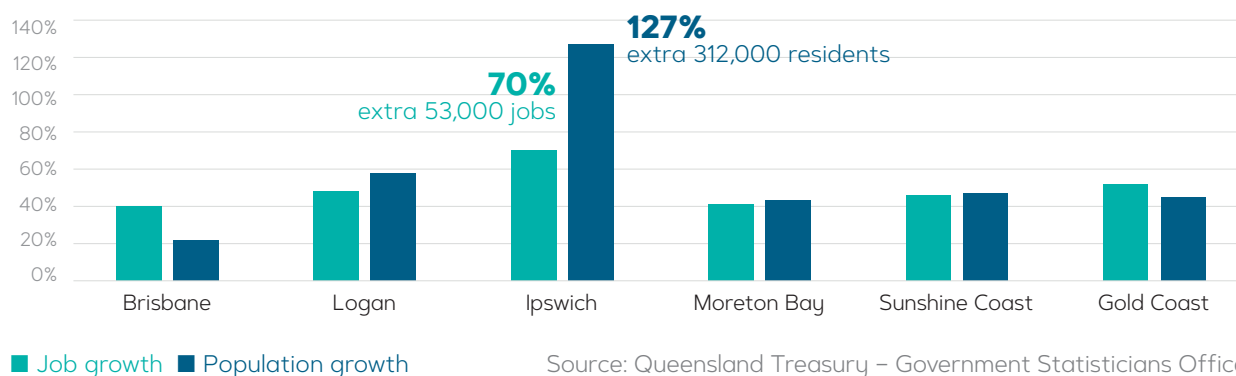
Ipswich City Council respectfully acknowledges the Traditional Owners as custodians of the land and waters we share. We pay our respects to their Elders past, present and emerging, as the keepers of the traditions, customs, cultures and stories of proud peoples.



IPSWICH – FAST FACTS



POPULATION AND JOB GROWTH – 2016 TO 2041



OUR PEOPLE



233,302
residents (ABS ERP 2021)

557,649
residents (QGSO 2041)*

33

Median Age

TOP INDUSTRIES

BY FULL TIME EMPLOYMENT



16.4% Manufacturing



13.5% Health Care and Social Assistance



10.8% Retail Trade



9.9% Construction

EMPLOYMENT



83,540
total local jobs (NEIR 2021)

GROSS REGIONAL PRODUCT



\$12.02 billion

* Revised population and employment projections are being prepared for the new Ipswich Planning Scheme. These revised projections aim to improve the alignment of projected growth with historic and current trends of actual growth.

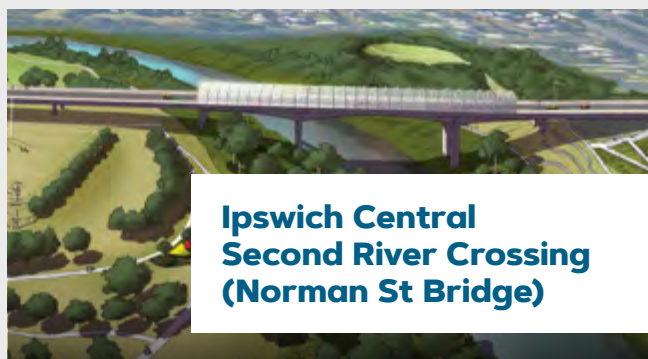
REGIONALLY SIGNIFICANT PROJECTS

A ROADMAP TO A CITY OF OPPORTUNITY FOR ALL

Ipswich City Council has an evidence-based approach to priority project determination.

This includes a forward-thinking approach to identifying projects which will have a positively transformational impact on our current and future residents, and act as critical enablers to our city's vision.

Council's Regionally Significant Projects are identified catalytic projects that will define Ipswich's future livability and prosperity. Their realisation relies on collaboration between all three levels of government.





Ipswich to Springfield Central (I2S) Public Transport Corridor

DELIVER A MASS TRANSIT SOLUTION TO CONNECT QUEENSLAND'S FASTEST GROWING REGION TO PLACES AND POSSIBILITIES

A mass transit solution in the undeveloped I2S Corridor will connect Ipswich to Springfield via Ipswich's residential expansion areas of Ripley and Redbank Plains.

By providing a strategic link to Brisbane and an efficient alternative to private vehicles for over 200,000 people, it will promote economic prosperity, productivity, and social inclusion by providing access to jobs, education, services and recreation.

This project is a critical element of addressing public transport underinvestment throughout Ipswich. Connectivity between Ipswich and Springfield is inadequate and not meeting community expectations, and growing areas with family-based demographics including Redbank Plains have limited access to public transport.

Progression of this project is imperative to catering to growth and will improve mobility for the 2032 Olympic games.

COMMITMENT REQUIRED:

Seeking a partial funding commitment towards the delivery of this critical public transport corridor project*.

SUCCESS TO DATE:

- ICC delivered the Strategic Assessment for this project in 2020
- \$2.5M committed towards the Options Analysis to inform the detailed business case (\$500,000 contribution from ICC, \$1M state election commitment and \$1M federal Labor commitment)
- Recognition as an Early Stage Proposal on Infrastructure Australia's Infrastructure Priority List in February 2021
- \$3.4M Federal Government commitment towards the delivery of a detailed business case
- \$10M tripartite commitment as part of the SEQ City Deal to move this project to shovel-ready.

PROJECT BENEFITS



NEW LOCAL
ECONOMIC HUBS

TRANSIT
ORIENTED
DEVELOPMENT
AND HOUSING



CONNECTIVITY
TO ESSENTIAL
SERVICES SUCH
AS HEALTH AND
EDUCATION

ADDRESS PUBLIC
TRANSPORT GAP
IN ESTABLISHED
AREA



TRANSIT ORIENTED
DEVELOPMENT
AND DIVERSIFIED
HOUSING

IF WE DO NOTHING



THE ROAD NETWORK
WILL FAIL BY 2031

AVERAGE TRAVEL
TIMES WILL INCREASE
BY UP TO 81%



RIPLEY TO BRISBANE
WILL BLOW OUT
TO A 2.5 HOUR
COMMUTE (2036)

EXCESSIVE
CONGESTION WILL
COST THE ECONOMY
MORE THAN \$1 BILLION
IN PRODUCTIVITY
PER ANNUM



*subject to the outcomes of the business case process.



Ipswich Central Second River Crossing (Norman St Bridge)

DELIVER A NEW RIVER CROSSING IN IPSWICH CENTRAL TO TRANSFORM MOVEMENT AND OPPORTUNITIES

A multi-modal flood-immune second river crossing in Ipswich Central will future-proof the inner-city road network against population growth, increasing flood risk and unsafe driving conditions due to increasing congestion. By providing an alternate route for over 20,000 through-traffic vehicles per day in 2026, a second river crossing will support connectivity, inner-city revitalisation, and economic development.

This project is a critical element of ICC's strategic vision for both transport network and economic hubs in Ipswich by enabling the Ipswich Orbital Road System.

COMMITMENT REQUIRED:

\$4M to support the delivery of the Detailed Business Case.

SUCCESS TO DATE:

- Feasibility studies delivered with support from State Government
- ICC invested in strategic planning for Ipswich Orbital Road System
- ICC delivered the Strategic and Preliminary Business Cases
- Recognition as an Early Stage Proposal on Infrastructure Australia's Infrastructure Priority List in June 2022.

PROJECT BENEFITS



UNLOCKS
BOTTLENECK AND
IMPROVES ROAD
SAFETY

PROVIDES SAFE,
FLOOD-IMMUNE
CONNECTIVITY
ACROSS THE CITY



FACILITATES
ACTIVE
TRANSPORT
CONNECTIVITY

ENABLES IPSWICH
CENTRAL TO
FULFIL ITS ROLE
AS ECONOMIC
CENTRE



IMPROVES
CROSS-RIVER
CONNECTIVITY
AND PERMEABILITY

IF WE DO NOTHING



EXCESSIVE
CONGESTION WILL
COST THE ECONOMY
\$70M / P.A. IN 2036

HIGHER THAN AVERAGE
AVOIDABLE CRASH
RATES WILL PERSIST,
COSTING \$18M P.A.
IN 2036



NETWORK FAILURE
DURING INCIDENTS
AND FLOODING

LOCAL BUSINESSES
TO SUFFER FROM
CONGESTION AND
AMENITY IMPACTS





Ebenezer Regional Industrial Area (ERIA)

DELIVER CATALYTIC INFRASTRUCTURE TO UNLOCK SOUTH EAST QUEENSLAND'S INDUSTRIAL EMPLOYMENT HUB OF THE FUTURE

ERIA is a future industrial area for SEQ. Catalyst infrastructure will enable an employment-generating industrial precinct in support of national supply chains, Inland Rail, and the proposed Ebenezer Intermodal Terminal, while also providing trunk infrastructure to nearby residential expansion areas.



COMMITMENT REQUIRED:

- Progress the Inland Rail Project, currently in reference design stage.
- Deliver Ebenezer Intermodal Terminal and Freight Precinct.

SUCCESS TO DATE:

- The ERIA encompasses the proposed Ebenezer Intermodal Terminal, which is under joint investigation by Australian and Queensland governments
- A detailed business case led by Building Queensland in partnership with Economic Development Queensland investigated infrastructure to support potential manufacturing opportunities.

PROJECT BENEFITS



OVER \$1.4M P.A. IN INCREASED ECONOMIC OUTPUT (2041)

OVER 3,500 ADDITIONAL FTE JOBS FOR IPSWICH IN 2041



DIRECT ACCESS TO NATIONAL SUPPLY CHAINS AND MARKETS

IMPROVED ACCESS TO EMPLOYMENT AND SKILLS DEVELOPMENT



INCREASED PRIVATE SECTOR INVESTMENT

IF WE DO NOTHING



EMPLOYMENT CONTAINMENT IN IPSWICH WILL DECLINE FROM 77% (2016) TO 44% (2041)

NO LOCAL BENEFIT FROM INLAND RAIL



LIVEABILITY IMPACTS DUE TO RESIDENTS EXITING LGA FOR WORK

REDUCED ECONOMIC SELF-SUFFICIENCY





Better Bus Network

INVEST IN BETTER BUS SERVICES FOR IPSWICH TO IMPROVE ACCESSIBILITY, CONNECTIVITY AND EFFICIENCY.

Investing in better bus services for Ipswich will address the significant shortfall in coverage that currently exists and support the future growth of the region. The priorities for improved bus infrastructure and services, is an on-going program, which seeks to achieve increased bus ridership across the region. These bus network improvements will improve accessibility, connectivity, and efficiency of the transport network, as well as providing an attractive bus network that is more equitable and a genuine alternative to private vehicle travel.










COMMITMENT REQUIRED:

\$5M annual commitment to fund two priority bus expansion projects:

- **Priority 1: A trunk bus route between Ipswich Central and Springfield Central (via Redbank Plains).**
- **Priority 2: The expansion of bus services within Redbank Plains.**

SUCCESS TO DATE:

- Council and Translink have worked collaboratively to determine Ipswich's transport priorities, aligned with Translink's Public Transport Service Plan.
- A study was presented to council benchmarking the Ipswich bus network against other regions as well as highlighting the challenges facing Ipswich in securing funding for new bus services. The outcome was for it to be tabled as a Regionally Significant Project as part of council's advocacy priorities.

| PROJECT BENEFITS | | | | |
|--|--|--|--|---|
|  <p>REDUCED CONGESTION</p> | <p>MORE TRAVEL OPTIONS</p>  |  <p>MORE EFFICIENT USE OF ROAD SPACE</p> |  <p>CONNECT AREAS WITHIN IPSWICH NOT PREVIOUSLY CONNECTED</p> |  <p>COUNTERS THE RISING COST OF LIVING PRESSURES</p> |
| IF WE DO NOTHING | | | | |
|  <p>INCREASING CAR OWNERSHIP AND CAR DEPENDENCY</p> | <p>COST OF LIVING PRESSURES ASSOCIATED WITH PRIVATE VEHICLE TRAVEL WILL CONTINUE TO EXACERBATE</p>  |  <p>GREATER NEED FOR EXPENSIVE ROAD INFRASTRUCTURE PROJECTS TO ALLEVIATE CONGESTION</p> | <p>INCREASED PRIVATE VEHICLE USAGE AND EMISSIONS AND LONGER TRAVEL TIMES</p>  | |



Waste and Circular Economy Transformation

INVEST TO TRANSFORM QUEENSLAND'S WASTE INDUSTRY INTO AN INNOVATIVE, EFFICIENT AND SUSTAINABLE CIRCULAR ECONOMY

The waste industry has expanded significantly in Ipswich through landfill developments, without due consideration of the impacts on residents, or the future outlook of South East Queensland and Queensland waste policy and strategy.

In 2019/20, Ipswich received 42%, or 4.23 million tonnes, of Queensland's waste with little to no community benefit.

There is an urgent need for intervention to ensure an efficient, sustainable, productive waste and circular economy sector in Queensland.

COMMITMENT REQUIRED:

- Comprehensive review and reform of waste and resource recovery policy and infrastructure.
- Progress the waste sector priorities under the SEQ City Deal.

SUCCESS TO DATE:

- ICC adopted the Waste and Circular Economy Transformation Directive to drive best practice, collaborate with industry and government, and secure positive outcomes for the community.

PROJECT BENEFITS



ECONOMIC
INNOVATION AND
OPPORTUNITIES

IMPROVED
ENVIRONMENTAL
OUTCOMES



IMPROVED
RESIDENTIAL
AMENITY

NEW EMPLOYMENT
OPPORTUNITIES



IF WE DO NOTHING



IPSWICH CONTINUES
TO RECEIVE
DISPROPORTIONATE
AMOUNTS
OF WASTE

LIVEABILITY AND
AMENITY INCREASINGLY
IMPACTED



NEGATIVE
ENVIRONMENTAL
OUTCOMES

REDUCED HEALTH
AND WELLBEING
OUTCOMES





North Ipswich Sport and Entertainment Precinct

INVEST TO MODERNISE SPORT AND EVENT ACCESSIBILITY IN QUEENSLAND'S SPORTING HEARTLAND AND PUT IPSWICH ON THE MAP

A national-standard sport and entertainment precinct anchored around a boutique rectangular stadium will revolutionise access to sporting and entertainment content in Queensland's sporting heartland. The North Ipswich Sport and Entertainment Precinct will be an economic and lifestyle asset for Ipswich's future half a million residents and address an acute social infrastructure shortfall.

This project will ensure Ipswich has a vibrant local economy and fill a social infrastructure gap.

COMMITMENT REQUIRED:

\$10M funding from the Queensland Government to supplement the Federal Government's \$20M commitment.

SUCCESS TO DATE:

- ICC delivered the Strategic Business Case for this project in 2019 with funding support from the Queensland Government
- ICC solely funded and delivered the Options Analysis for this project in 2020
- \$20M secured from the Federal Government in April 2022.

PROJECT BENEFITS



ACCESS TO ELITE SPORT AND ENTERTAINMENT EXPERIENCES

IMPROVED INBOUND INVESTMENT AND EVENT SPEND



VIBRANT AND DYNAMIC LOCAL ECONOMY

FACILITATES NIGHT-TIME ECONOMY



DIVERSIFIED EMPLOYMENT OPPORTUNITIES

IF WE DO NOTHING



CONTINUED ECONOMIC LEAKAGE AS EVENTS ARE ACCESSED ELSEWHERE

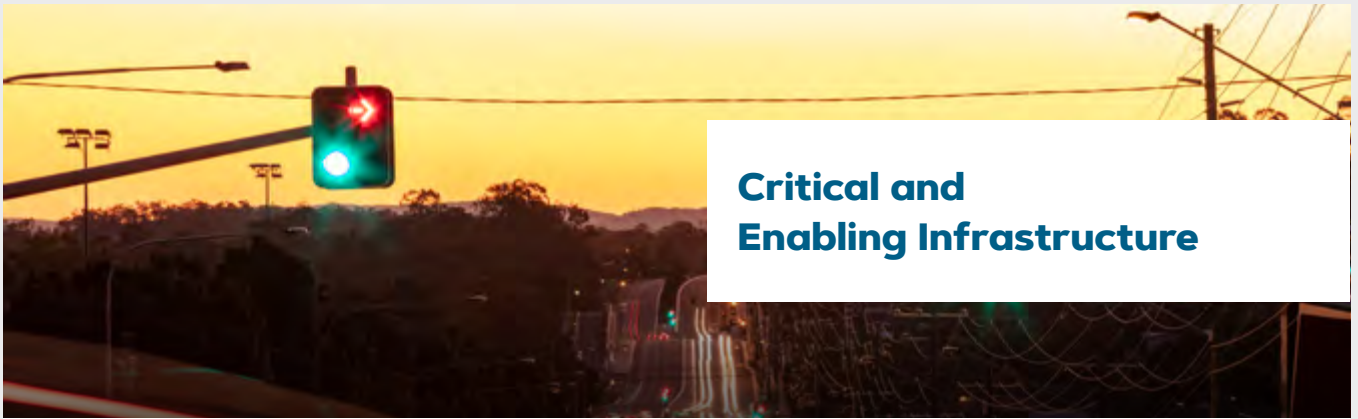
REDUCED EMPLOYMENT SELF-CONTAINMENT



LOW BRAND RECOGNITION AND CIVIC PRIDE

CONTINUED LACK OF HIGH QUALITY COMMUNITY ASSETS





Critical and Enabling Infrastructure

IPSWICH IS A HIGH GROWTH CITY THAT REQUIRES INVESTMENT TO ENSURE THAT PEOPLE AND FREIGHT CONTINUE TO MOVE SAFELY AND EFFICIENTLY.

CUNNINGHAM HIGHWAY

The Cunningham Highway is a major national highway and is the backbone to Ipswich's transport network, carrying both freight and passenger vehicles. This highway services RAAF Base Amberley, Ipswich's growth corridor, the Ripley Valley Priority Development Area, and will also service the future Ebenezer Regional Industrial Area (ERIA). Urgent upgrades are required to meet current demand, cater for future growth, and improve vehicle safety along the length of this highway through Ipswich. This includes critical upgrades to the Yamanto to Ebenezer Creek section of highway, including duplication to 4 lanes and upgrades to the Amberley Interchange which services RAAF Base Amberley, and the planning, design and delivery of interchange configurations at Ripley and Swanbank to enable growth in the Ripley Valley PDA.

WARREGO HIGHWAY

The Warrego Highway is a Federal highway functioning as Queensland's principal east-west road freight route, and forms part of the Brisbane to Melbourne National Corridor. The highway is a critical route for both inter- and intra-regional travellers and freight which is experiencing significant congestion and safety issues due to increasing demand driven by population growth and an ever increasing freight task. Several points along this highway, particularly at intersections and interchanges require urgent attention and upgrades in order to address safety and congestion concerns, including the Mt Crosby Road Interchange and the Haigslea-Amberley Interchange. An ultimate upgrade of the Warrego Highway to 6 lanes will also be required to ensure that the highway is safe, resilient and efficient for all road users.

CENTENARY HIGHWAY

The Centenary Highway is experiencing acute congestion and safety issues based on current demand, which will continue to intensify and have inter-regional impacts as the population across Springfield and Ripley Valley PDA grows. Urgent action is required by government to undertake planning, design and upgrades pertaining to highway duplication, and the location, configuration and footprints of new and upgraded interchanges to service this rapidly expanding growth area. Council is requesting immediate action on the planning of corridor duplication and the Centenary Highway/Augusta Parkway interchange.

RIPLY VALLEY PRIORITY DEVELOPMENT AREA (PDA) CATALYTIC INFRASTRUCTURE

Ripley Valley PDA is one of the largest growth areas in Australia, covering 4,860ha and set to accommodate 135,000 people in 50,000 dwellings. Council is seeking the State Government to commit to forward planning critical infrastructure, including roads, water and wastewater, and transport infrastructure. In particular, attention should be given to the forward planning for the State Controlled Road network surrounding and traversing the PDA, as well as the Ipswich to Springfield Transport Corridor.

COMMITMENT REQUIRED:

Fund critical upgrades to Ipswich's strategic highway network: Warrego, Cunningham and Centenary highways.

Council is seeking the State Government to commit to sequencing and delivery of infrastructure to support the growth of the Ripley PDA.



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