



Ipswich Central Second River Crossing

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

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. A second river crossing will support connectivity, inner-city revitalisation, and economic development by providing an alternative route for through traffic. A second river crossing is integral to enabling Ipswich Central to fulfil its roles as a Principal Regional Activity Centre.

BENEFITS TO SOUTH EAST QUEENSLAND:

The Ipswich Central Second River Crossing will:

- ✓ Disperse congestion
- ✓ Strengthen regional road network efficiency
- ✓ Improve road safety
- ✓ Provide a flood-immune crossing
- ✓ Support economic productivity
- ✓ Supports national highway diversion routes
- ✓ Leverage \$250m investment in Ipswich Central

COMMITMENT REQUIRED





\$4 million is required to progress the Ipswich Central Second River Crossing to shovel-ready status by further developing the preferred option in a Detailed Business Case.



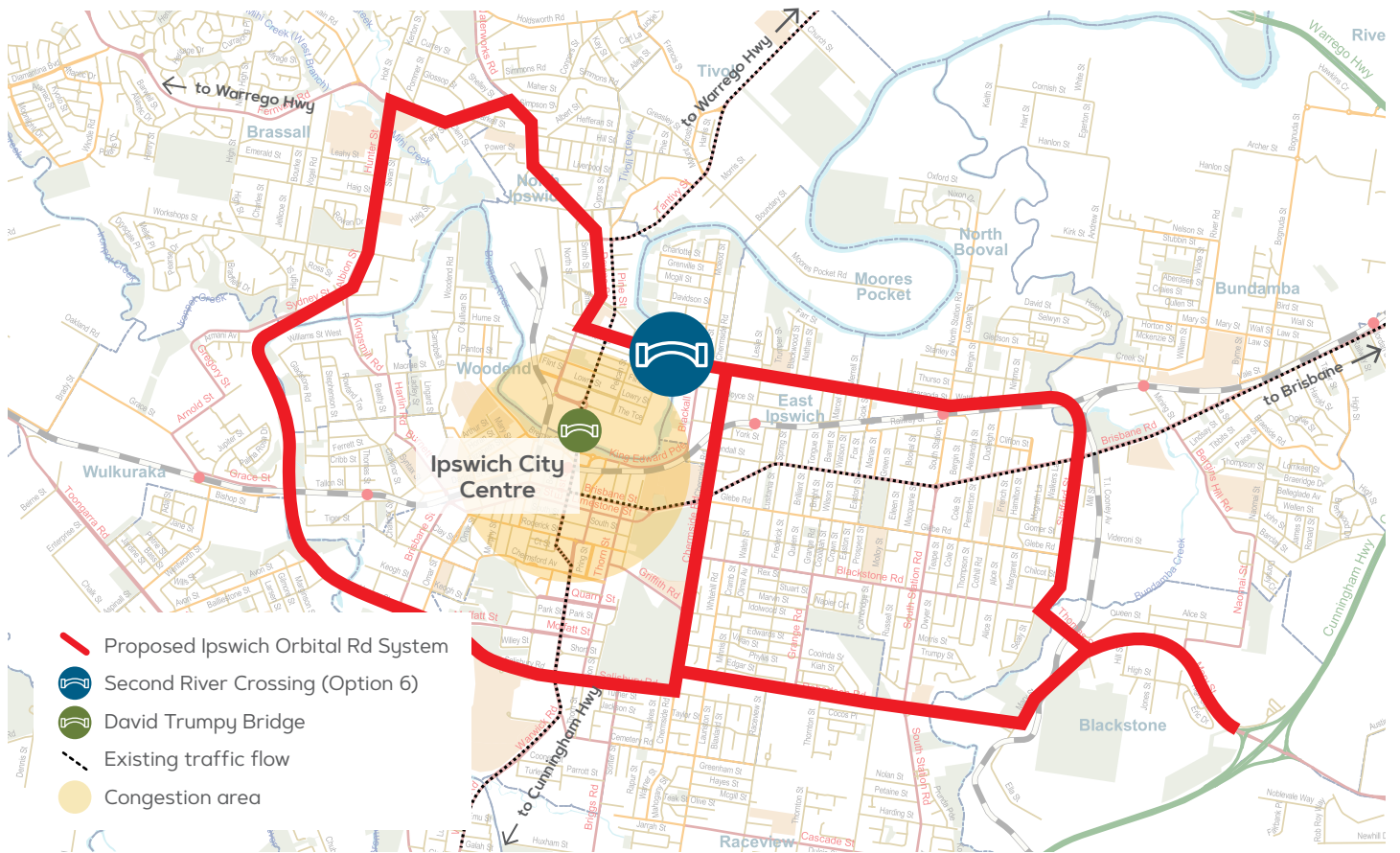
PROJECT BENEFITS TO IPSWICH

 <p>UNLOCKS BOTTLENECK AND IMPROVES ROAD SAFETY</p>	<p>PROVIDES SAFE, FLOOD-IMMUNE CONNECTIVITY ACROSS THE CITY</p> 	 <p>FACILITATES PUBLIC AND ACTIVE TRANSPORT CONNECTIVITY</p>	<p>ENABLES IPSWICH CENTRAL TO FULFIL ITS ROLE AS ECONOMIC CENTRE</p> 	 <p>IMPROVES CROSS-RIVER CONNECTIVITY AND PERMEABILITY</p>
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IF WE DO NOTHING

 <p>EXCESSIVE CONGESTION WILL COST THE ECONOMY \$70M P.A. IN 2036</p>	<p>HIGHER THAN AVERAGE AVOIDABLE CRASH RATES WILL PERSIST, COSTING \$18M P.A. IN 2036</p> 	 <p>NETWORK FAILURE DURING INCIDENTS AND FLOODING</p>	<p>LOCAL BUSINESSES WILL CONTINUE TO SUFFER FROM CONGESTION AND AMENITY IMPACTS</p> 
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The map above identifies Option 6 from the Preliminary Business Case (Norman St all modes bridge). Two options will be carried over and assessed in the Detailed Business Case.

Project Details

The Ipswich Central Second River Crossing is a proposed multi-modal river crossing with the potential to divert over 20,000 through-traffic vehicles from Ipswich Central in 2041. The existing river crossing, David Trumpy Bridge, is operating at close to capacity and demand is projected to exceed 56,000 vehicles in 2041.

Council delivered both Strategic and Preliminary Business Cases which has identified two options to address inner-city congestion and economic development outcomes alongside population growth and increased demand.

Stage 1 submission has been assessed by Infrastructure Australia and has been included on the Infrastructure Priority List.

About Ipswich

Ipswich is Queensland's oldest provincial city and fastest growing region.

Ipswich is under provisioned in public transport, social infrastructure and economically stimulating investment.

By 2041, Ipswich's population will grow by 170% to 560,000 people (QGSO). Ipswich's projected annual population growth of over 4% p.a. dwarfs state (1.2%) and national trends (0.9%).

A city of half a million people requires efficient public transport, social infrastructure, and investment to support economic prosperity and self-sufficiency. Now is the time to invest to avoid a crisis in the future and to avoid entrenching social and economic inequality.

