

City of Ipswich
**Ipswich Central to
Springfield Central
Public Transport Corridor**



PROJECT OVERVIEW

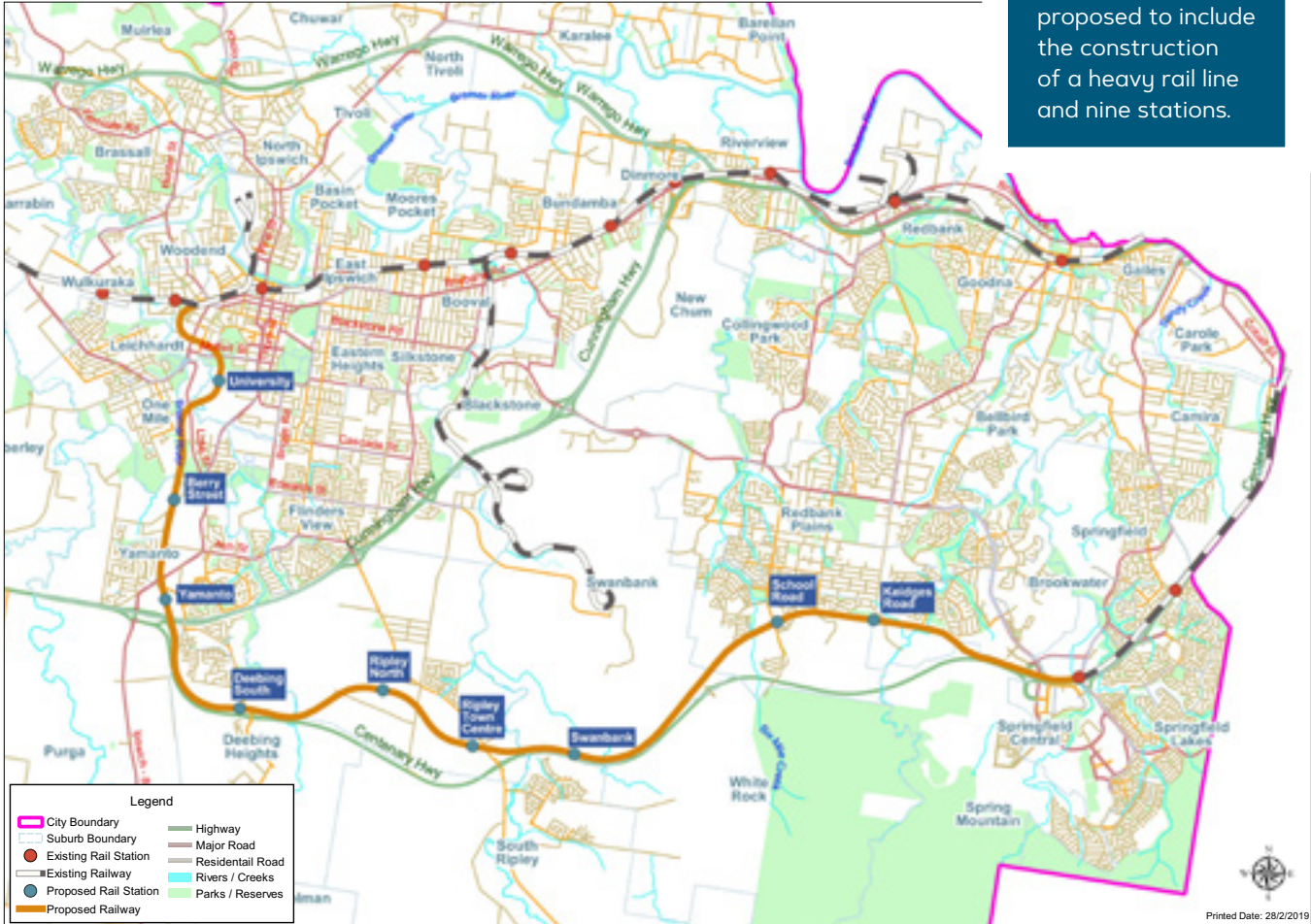
Population growth in the corridor between Ipswich Central and Springfield Central is currently the highest in Queensland, with the Ipswich Central population expected to double in the next two decades and Ripley Valley projected to grow by 25% per annum between 2016 and 2026¹. By 2026, the corridor between Ipswich Central and Springfield Central will be home to almost 163,000 people, requiring an additional 56,000 new jobs².

With significant growth comes an increase in demand on the transport system, particularly the road network. To avoid crippling congestion on the already constrained road network in the region, a mode shift away from the private vehicle is required to accommodate the expected growth.

The **Ipswich Central to Springfield Central Public Transport Corridor** (the Project) will provide an essential connection between the Ipswich City Centre and Springfield Town Centre via the Ripley Town Centre and Redbank Plains. The Project will also deliver a regional link to Brisbane, offering residents access to more jobs and services.

The Project presents an opportunity to deliver a **public transport solution** that addresses the current and emerging growth facing the Ipswich region and South East Queensland.

The Ipswich Central to Springfield Central Public Transport Corridor is approximately 25 kilometres in length and is proposed to include the construction of a heavy rail line and nine stations.



^{1,2} Queensland Treasury (2018). Projected population (medium series), by SA2,SA3 and SA4, Queensland, 2016 to 2041.



The Project is a critical component of the transport network that will connect services and support the key activity centres of Ipswich, Ripley Valley, Springfield and surrounding areas, to function effectively within the region and as a collective network of centres.

ShapingSEQ recognises that delivering high-frequency public transport along the Ipswich Central to Springfield Central Public Transport Corridor will strengthen economic and social connections within the sub-region and support urban expansion areas, including increased residential densities close to planned stations.

A number of studies and planning investigations have already been undertaken on the Project, including corridor preservation, an environmental assessment, stakeholder consultation, a draft corridor land requirement review and preliminary economic modelling.

Ipswich City Council (ICC) is encouraging new thinking and strong leadership to make sustainable transport decisions for the City. To progress the Project, ICC are seeking support and advocacy to progress to the next stage of project feasibility with a Strategic Business Case.

This document provides an overview of the strategic need and benefits assessment of the Ipswich Central to Springfield Central Public Transport Corridor. It is intended to be a platform for further discussion, highlighting the need to deliver a public transport solution in the corridor as a major priority for the State.

This document provides an overview of:

- The strategic context for the Project including existing public transport in Ipswich
- The benefits of the Project, including city shaping, economic, social and environmental benefits
- The impacts of doing nothing
- Alignment with Federal, State and Local Government policies
- The next steps required to progress the Project.

The Project will enhance the benefits delivered by Cross River Rail (CRR), increasing capacity and efficiency in the SEQrail network. To enable timely delivery of the Project after CRR, it is imperative that planning is commenced prior to CRR becoming operational in 2024. **This timing is critical for the delivery of an effective public transport solution that can support growth in the region.** The Project will help to ensure that the vision for the key activity centres is achieved, and the communities that reside in and around them contribute to economic productivity and prosperity.

STRATEGIC CONTEXT

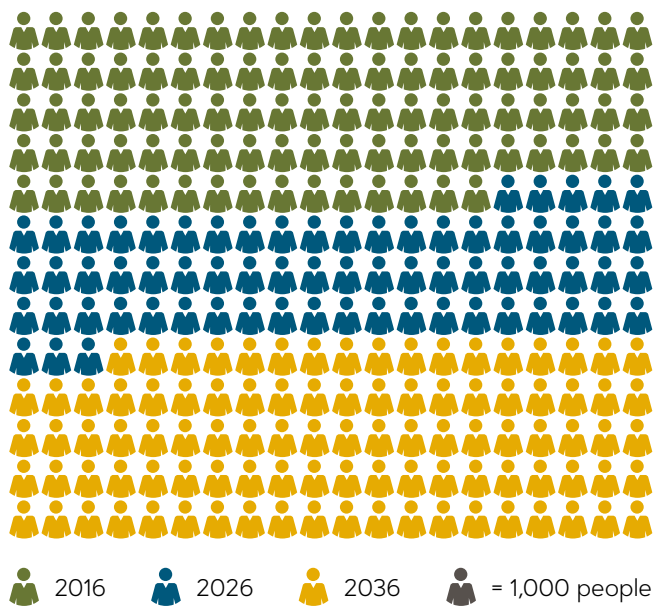
ShapingSEQ identifies Ipswich Central as a Principal Regional Activity Centre (RAC) within the Ipswich Regional Economic Cluster (REC), highlighting its role as a key growth area and employment destination. The Ipswich LGA (Ipswich) is projected to have 111,700 additional dwellings by 2041³, underpinned by complete communities and employment centres.

Springfield Central is a substantial residential and mixed use community also identified in *ShapingSEQ* as a Principal RAC, projected to accommodate expected growth through expansion-related development. It has also been identified as a REC.

The identification of the Principal RACs highlights a strategic intent to be a globally competitive region, and an attractive destination for investment and high-value economic activities.

Over the next decade, the population in the corridor between Ipswich Central and Springfield Central is projected to grow from approximately 95,000 to over 163,000. By 2036, this area is projected to have a total population of almost 259,000⁴.

FORECAST IPSWICH–SPRINGFIELD CORRIDOR POPULATION⁵ GROWTH: 162,700 by 2026 and 259,000 by 2036



^{3, 4, 5, 6} Queensland Treasury (2018). Projected population (medium series), by SA2, SA3 and SA4, Queensland, 2016 to 2041

Ripley Valley is a Priority Development Area (PDA) and classified as a Major RAC, projected to grow from 4,767 people in 2016 to 45,153 people by 2026. This represents 8.8% of the total growth of Greater Brisbane* over this time period⁶.

FORECAST RIPLEY VALLEY POPULATION GROWTH⁷
45,153 by 2026

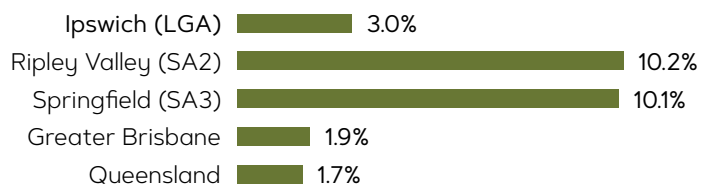


THIS IS THE HIGHEST GROWTH RATE OF ANY AREA IN GREATER BRISBANE.

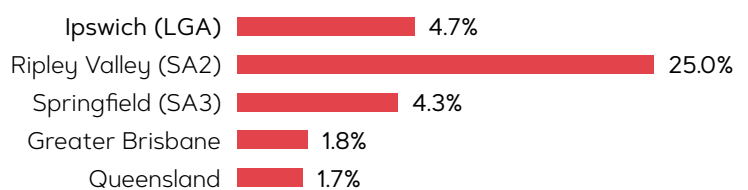
Ripley Valley is the primary source of anticipated urban residential growth and will require a transport system that meets expectations, providing access to employment and services in Ipswich Central, Springfield Central and Ripley Valley Town Centre. As it stands, a lack of available public transport services in Ripley Valley means public transport mode share in Ripley Valley is just 3.7%⁸.



POPULATION GROWTH RATE 2011–2016 P.A.⁹



FORECAST POPULATION GROWTH RATE 2016–2026 P.A.¹⁰



^{6,7} Queensland Treasury (2018). Projected population (medium series), by SA2, SA3 and SA4, Queensland, 2016 to 2041.
⁸ KPMG (2017). Ripley Strategic Transport Corridor Assessment: Preliminary Assessment. Provided by Ipswich City Council.
⁹ Australian Bureau of Statistics (2011). 2011 Census – Counting Persons, Place of Usual Residence: SA2 by INDP.
 Queensland Treasury (2018). Projected population (medium series), by SA2, SA3 and SA4, Queensland, 2016 to 2041.
¹⁰ Queensland Treasury (2018). Projected population (medium series), by SA2, SA3 and SA4, Queensland, 2016 to 2041
 * For details on the boundaries of Greater Brisbane, see .idcommunity Greater Brisbane profile area, accessed at <https://profile.id.com.au/australia/about?WebID=270>.

STRATEGIC CONTEXT

The ability for the City of Ipswich to achieve expected growth is currently constrained by the limited accessibility to highly-skilled labour markets and current and future large scale business activities.

The current capacity and performance of the public transport network further hinders the ability for the three RACs to achieve their potential.

The Ipswich Central to Springfield Central Public Transport Corridor is identified as “priority region-shaping infrastructure” – priority number 13 in *ShapingSEQ*. The Project is also recognised as a key project in the SEQCityDeal Proposition – one that would deliver a missing link in SEQ’s trunk network and connect key activity and growth centres.

The rapid rate of population growth and other urban development is currently out-pacing the delivery of mass transit infrastructure that can service development areas within the corridor.

The commensurate delivery of supporting transport infrastructure is increasingly important to ensure productivity, connectivity and overarching network resilience objectives are met.

TRANSPORT SYSTEMS AND ECONOMIC DEVELOPMENT



EXISTING SERVICES

Ipswich is currently serviced by two heavy rail lines and suburban bus lines. The rail lines are not connected, and, of the bus services currently provided in Ipswich, all but one are half hourly or hourly only, circuitous and do not match the rail timetable.

A community survey* conducted by ICC found that¹¹:

- 43% of respondents find public transport not convenient or easy to use
- 46% think it takes too long
- 38% do not use it as there are no stops or stations near their home or travel destination.

This dissatisfaction has created a fundamental problem in Ipswich – an over-reliance on private vehicles.

CURRENTLY IN IPSWICH¹²:

85% Trips made by private vehicles

54% Households have two or more cars

1.2 Persons per vehicle trip (on average)

65% of people surveyed by ICC responded that they would like to use public transport more often. Enablers include stations closer to home or work and more frequent services – opportunities made possible by the development of the Project.

The Project is a **priority** piece of infrastructure for the region, providing a critical connection between three Regional Activity Centres that will strengthen the ongoing growth and development of the area.

¹¹ ICC (2017). iGOCommunity Public Transport Survey. Provided by Ipswich City Council 12 ICC (2016). iGO – City of Ipswich Transport Plan.

* sample size = 934 people

BENEFITS - CITY SHAPING

Transport systems greatly influence the form and nature of social and economic development.

Proposed Ipswich to Springfield Future Rail Corridor



MANAGING POPULATION GROWTH AND BUILDING THE ECONOMY

Ripley, Deebling Heights, Yamanto and Redbank Plains are planned **prospective sites for new transit oriented development**. It is important that public transport services are provided as early as possible to establish optimal densities and land use mix. New services will encourage sustainable transport behaviours, reduce reliance on private vehicle transport, and delay or avoid the second car purchases by households.



Printed Date: 28/2/2019

The Ipswich Central to Springfield Central Public Transport Corridor provides opportunities to integrate and positively influence the sustainable development of large urban communities.

The State Planning Policy 2016 seeks to facilitate developments surrounding future state transport corridors that support the most efficient use of the infrastructure and transport network.

The Ipswich Central to Springfield Central Public Transport Corridor is an opportunistic site for new transit oriented development, where the current and future **high residential densities and land use mix support high frequency services and accessibility**.

A key differentiator for the development of the Project is the potential for innovative public transport services the corridor might enable. There is a strategic opportunity and future proofing potential for a 'circular' public transport network that encompasses the 'Ipswich-Goodna-Springfield-Ripley-Ipswich' loop. This would see all of the city's RACs located proximate to railway stations and residential growth areas and also within cycling and bus distance of the rail stations.

The north-south spine between Ipswich Central and Ripley Valley can function with a number of modes. Bus, light rail and heavy rail mode options will be considered along with appropriate staging methods for the delivery of infrastructure.

The Ipswich City Council is actively encouraging an innovative solution for the Corridor.

A fit-for-purpose solution will solidify Ipswich and SEQ's reputation as a leader in innovative, sustainable and city shaping mass transit solutions.

Hydrogen train technology

- Recently unveiled in the UK, where existing rollingstock are converted to use hydrogen fuel cells, delivering zero-emission mobility.

Autonomous busway corridor

- Also recently trialled in the UK are autonomous shuttle buses operating on a segregated busway from general traffic.
- Springfield Central was home to the trial of an autonomous shuttle bus, demonstrating the region's appetite for innovative transport solutions.

BENEFITS - ECONOMIC SOCIAL COMMUNITY ENVIRONMENTAL

The Ipswich Central to Springfield Central Public Transport Corridor is critical to the future of Ipswich and SEQ.



Promote **employment self-containment** and job opportunities within Ipswich where the growing population will have easier access to employment in key activity centres.

Enable the growth of Ipswich into a **high-productivity employment centre** and 'job importer'.

Increase **accessibility** for a workforce in excess of 128,000 people.



Contribute to the early development of planned commercial expansion around Ripley Town Centre.



Promote mode shift away from private vehicles, **reducing congestion** on key roads and resulting in **decreased commute times**.


Create functional employment centres by providing the required certainty and investment in infrastructure.



Ensure **effective connectivity** between key residential areas, employment areas and activity centres.

The City of Ipswich is the western gateway to SEQ and is forecast to experience the fastest rate of population growth in the SEQ region.

ShapingSEQ recognises that major transport infrastructure investment fundamentally affects how and where future growth is located.

 Enhance **equity and social inclusion**, providing public transport to areas of Ipswich which currently have no access to services.

 Improve the **regional connection to Brisbane**, increasing residents' access to jobs and services.



Deliver a higher level of **comfort, speed and convenience** than current services offered in Ipswich, encouraging high patronage and uptake.



Provide a public transport connection between the USQ Ipswich and USQ Springfield campus, **linking tertiary education and knowledge centres**.

Providing better services with higher frequencies, priority routing and shorter journey times encourages **'choice riders'** to use public transport, i.e. those who could use a private vehicle but choose public transport instead.



Relieve parking pressure at Springfield Central Train Station, allowing land in the Town Centre to be used for more economically productive purposes.



Connect the Ipswich Hospital, St Andrews Ipswich Private Hospital and Mater Private Hospital at Springfield, **providing a link between medical facilities**.



Improve **freight efficiency** by reducing the number of private vehicles on key roads.

Reduce dependency on private vehicles to **lower exposure to longer term global issues**, including air pollution and fuel economics.



Allow for greater **accessibility to the future sports stadium** at Springfield Central.



Increase **connectivity to markets**, driven by improved transport network accessibility, attracting skilled workers, investment and economic activity.

IMPACTS OF DOING NOTHING

There are significant challenges facing the City of Ipswich regarding the future role of public transport. The already congested transport system is faced with increasing demand, driven by significant population growth, development expansion and the behavioural tendency to rely on private vehicles for travel.

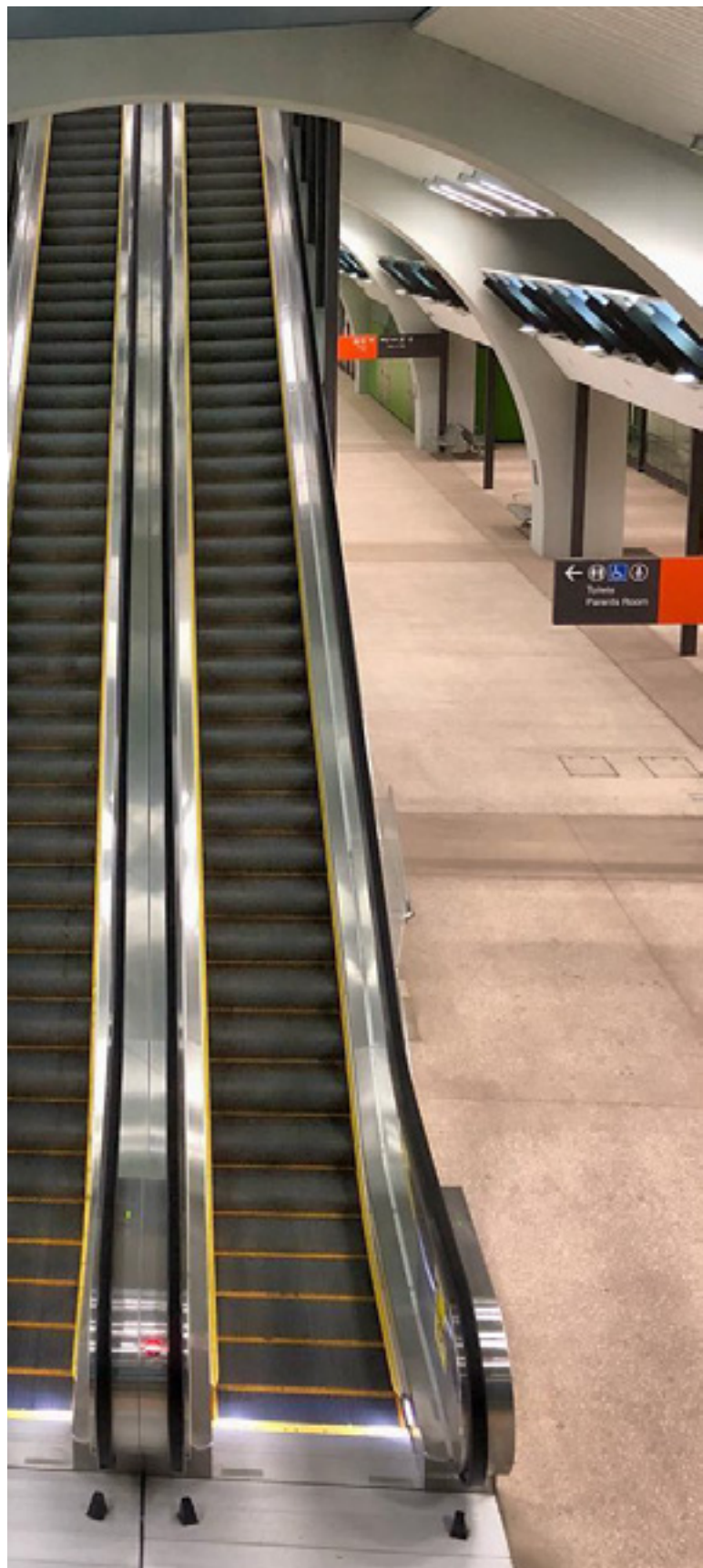
This is exacerbated by a lack of alternative travel modes which presents serious implications for traffic congestion, parking demand, economic development, the environment, safety, public health, affordability and overall living standards into the future.

Network effectiveness and road congestion are increasingly significant impediments to economic productivity and overall quality of life for communities.

Without an effective public transport solution, reliance on the private vehicle will continue in the region. Young people and students will develop an early dependence on this transport mode, potentially losing opportunities for local youth employment and connections to social services and activities that are available via public transport. Encouraging the uptake of public transport through the delivery of the Project will enable greater social inclusion, access to job opportunities and promote sustainable transport decisions into the future.

To ensure that the future transport demand of the City is managed effectively, network upgrades, including the expansion of existing transport networks and alternative transport mode options and services, are essential.

Ongoing development, in the absence of improved transport services, will limit the potential of the development pattern to deliver real economic and community outcomes.





UNACCEPTABLE LEVELS OF CONGESTION

Population and employment growth projected along the Corridor will have a flow on effect to key arterial routes if mode choice continues to be limited. The regional road network, including the Ipswich Motorway, Centenary Highway and Cunningham Highway, will be adversely affected. Growing congestion will decrease regional productivity and economic activity.



GROWTH PROJECTIONS NOT ACHIEVED

Without suitable public transport infrastructure, potential residents will have little incentive to locate to the growing region. Urban sprawl is a likely consequence, further increasing car dependency and the associated negative externalities. Growth patterns will not be achieved and the associated economic benefits will not be realised.



INCREASED EXPENDITURE ON ROAD UPGRADES

Continued reliance on the private vehicle will accelerate road degradation. Providing an efficient and sustainable public transport solution will offset the need for significant road capacity upgrades.



ECONOMIC GROWTH CONSTRAINED

In addition to population growth and land development, Ipswich's economy and workforce is in a period of transition, with a distinct focus on creating a 'Smart City'.

The ability for Ipswich to achieve this future is currently constrained by the limited accessibility to highly-skilled labour markets and large scale business activities.



INCREASED ENVIRONMENTAL COSTS

The absence of a suitable public transport solution will lead to continued reliance on private vehicle use. This will result in negative environmental externalities such as greenhouse gas emissions and air pollution, also impacting personal health and well being.



INCREASED SOCIAL INEQUALITY AND BARRIERS TO OPPORTUNITIES

Social isolation will become increasingly prevalent without access to adequate public transport. This will affect youth, seniors and other non-drivers. The cost of living in the region will also increase as a result of the higher need for car ownership, driven by ongoing petrol, registration and maintenance costs.

ALIGNMENT WITH POLICY

FEDERAL POLICY

The delivery of critical infrastructure is a key priority for the Australian Government. Specifically, the Australian Government has recently committed to **'exploring the opportunities for faster passenger rail links between our major cities and our regions'** through the Faster Rail Prospectus.

LOCAL POLICY

Ipswich Planning Scheme

The intent of the Ipswich Planning Scheme is to substantially increase the residential density and mix of uses in close proximity to rail stations. Enabled by the provision of improved public transport in the corridor, by 2031, 16% of the Ipswich population will live within 800m of a railway station. This is a 400% increase over the modest number of people living in station catchments in 2011.

People Mass Movement Strategy

The South East Queensland Council of Mayors has developed the People Mass Movement study which provides a strategic transport road map for South East Queensland (SEQ), aspiring for world class connectivity that will promote liveability and resilience within SEQ over the next 25 years. This study highlights the development of the Ipswich Central to Springfield Central Public Transport Corridor as a priority project.

STATE POLICY

ShapingSEQ

Ipswich and Springfield are both recognised as Principal RACs within RECs, with Ripley as a Major Regional Activity Centre located between the two. A key strategy is to investigate, plan and deliver transport solutions to enable the growth of RECs by connecting RACs.

State Infrastructure Plan

The delivery of a high capacity public transport solution to service Ipswich and surrounding areas will address the objectives outlined in the State Infrastructure Plan (SIP).

The timing and provision of this public transport solution is critical. To align to the objectives in the SIP, infrastructure should lead and support growth, particularly to achieve higher residential densities around planned centres.

Connecting SEQ 2031

The focus on heavy rail to service growth areas such as Ripley Valley is consistent with the current focus on rail and the 'trunk and feeder' network that is sought in the medium to long term. In 2011, Connecting SEQ, scheduled the Project for delivery in the "long term" however, subsequent and more recent documents (such as TMR's Draft Regional Transport Plan) have continued to label it as a "long term" Project, delaying planned delivery even further.

iGO - CITY OF IPSWICH TRANSPORT PLAN

iGO outlines council's aspirations to advance Ipswich's transport system and guide future investment decision making. To meet iGO's sustainable transport daily travel share targets (see right), there will need to be a major shift from cars to public transport during peak hours. The Project is recognised as a key requirement to achieving this.

iGO SUSTAINABLE TRANSPORT* DAILY TRAVEL MODE SHARE TARGETS¹⁸:

- 40%** Ipswich City Centre
- 50%** Springfield Town Centre
- 30%** Ipswich-Ripley-Springfield Corridor
- 25%** Ripley-Springfield residential

¹⁸ ICC (2016). iGO - City of Ipswich Transport Plan.

* Sustainable transport modes include public transport, walking and cycling

NEXT STEPS

Three stages of planning and feasibility are required to prioritise and progress this project:

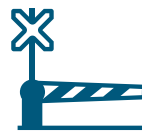
1. Strategic Business Case
2. Preliminary Business Case
3. Detailed Business Case.



Delivery of the three planning and feasibility stages will be done in collaboration with the Queensland Government through the Department of Transport and Main Roads.

A range of innovative funding solutions will be explored by ICC. *ShapingSEQ* supports the use of innovative funding mechanisms to support better infrastructure delivery. Consideration of staging options for construction can be considered as part of the Detailed Business Case.

It is critical that the planning stages are commenced now, to ensure delivery of an effective public transport solution that can support the growth and connectivity in the Ipswich region.





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