



Ipswich Central Second River Crossing

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

A multi-modal second river crossing with increased flood immunity 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 more than 20,000 through-traffic vehicles per day in 2041, a second river crossing will support connectivity, inner-city revitalisation and economic development. This 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 crossing with increased flood immunity
- ✓ support economic productivity
- ✓ supports national highway diversion routes
- ✓ leverage \$300 million 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.



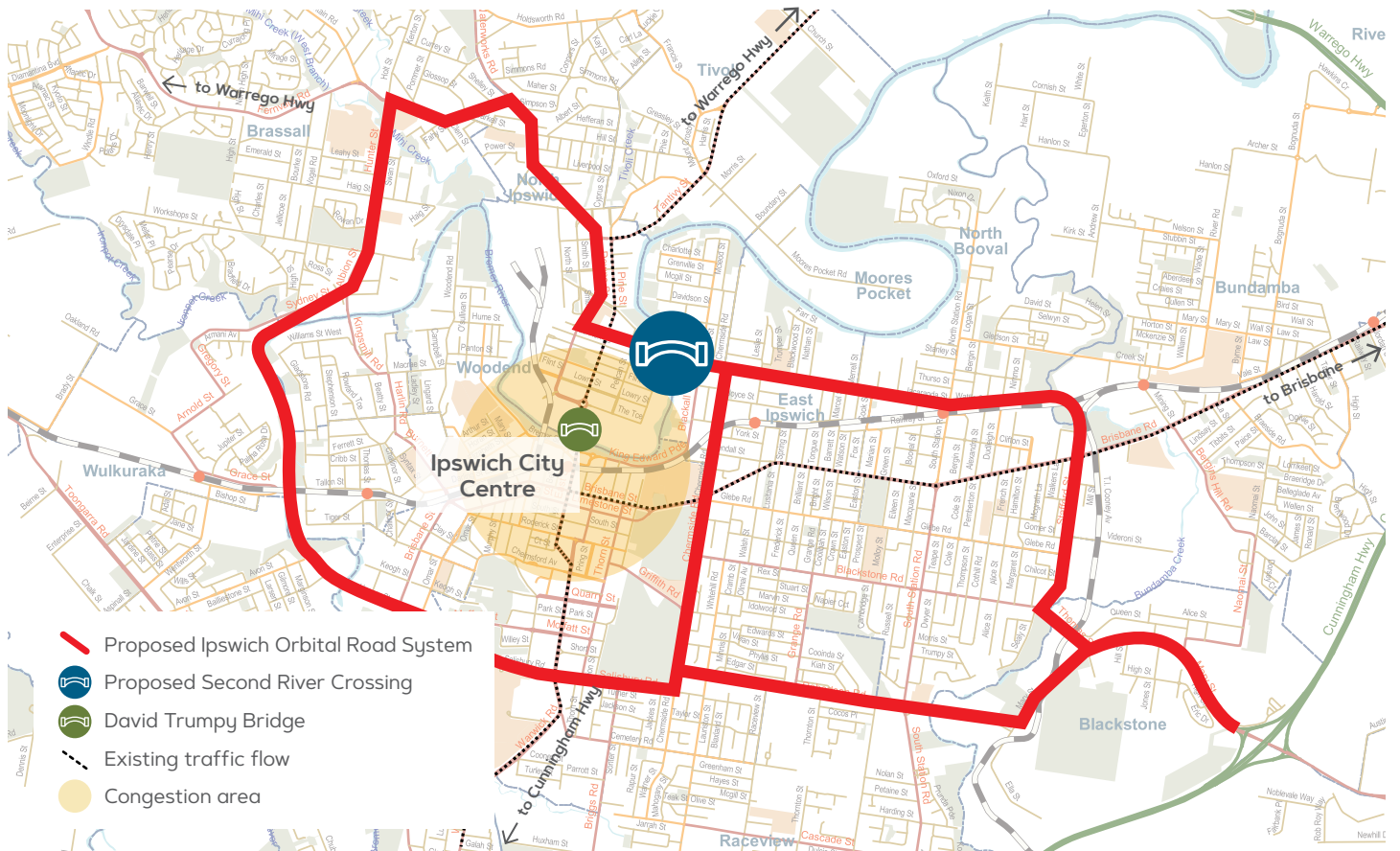
PROJECT BENEFITS TO IPSWICH

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|  <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

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|---|--|--|---|
|  <p>EXCESSIVE CONGESTION WILL COST THE ECONOMY \$70 MILLION P.A. IN 2036</p> | <p>HIGHER THAN AVERAGE AVOIDABLE CRASH RATES WILL PERSIST, COSTING \$18 MILLION 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 Street all modes bridge). Two options will be carried forward 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 more than 20,000 through-traffic vehicles from Ipswich Central in 2041. The existing David Trumpy Bridge is near capacity with demand projected to increase by 60% to more than 54,000 vehicles in 2041.

Ipswich City Council delivered both Strategic and Preliminary Business Cases to identify this project as the preferred option to address inner city congestion, improve network resilience and flood immunity, and manage population growth.

The Ipswich Central Second River Crossing proposal has been included on Infrastructure Australia's Infrastructure Priority List, as an early stage proposal.

About Ipswich

Ipswich is Queensland's oldest provincial city and one of the fastest growing local government areas.

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

By 2041, Ipswich will reach an estimated population of 456,000 with an annual percentage growth rate of 3.4 per cent between 2021 and 2041, more than twice the state (1.4 per cent) and national (1.2 per cent) average.

A city reaching 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 in a second river crossing.

