

Economic identity

Define our competitive identity to position Ipswich to attract investment and differentiate us in South East Queensland.

Organisational focus and policies

Review and evolve our policy settings and culture to prioritise economic development and foster stronger, more productive relationships.

City promotion

Actively market the city as a desirable place to invest, learn, work and play.

People



11,500 new jobs for Ipswich

Place



Ipswich as a destination of choice

Prosperity



\$6.5B increase in gross regional product

Partnerships



A well connected and engaged city

Small City Economic Development Roads To Success



N Noddings

Small City Economic Development Roads To Success:

Small City Economic Development National League of Cities,1991-01-01 **Downtowns** Michael A. Burayidi,2013-10-16
This collection evaluates the various strategies that different cities have used when attempting to economically revitalize downtown areas Managing Small Cities and Counties James M. Banovetz,Drew Anderson Dolan,John W. Swain,1994

Small Cities with Big Dreams Greg Richards,Lian Duif,2018-07-20 How can small cities make an impact in a globalizing world dominated by world cities and urban development strategies aimed at increasing agglomeration This book addresses the challenges of smaller cities trying to put themselves on the map attract resources and initiate development Placemaking has become an important tool for driving urban development that is sensitive to the needs of communities This volume examines the development of creative placemaking practices that can help to link small cities to external networks stimulate collaboration and help them make the most of the opportunities presented by the knowledge economy The authors argue that the adoption of more strategic holistic placemaking strategies that engage all stakeholders can be a successful alternative to copying bigger places Drawing on a range of examples from around the world they analyse small city development strategies and identify key success factors This book focuses on the case of s Hertogenbosch a small Dutch city that used cultural programming to link itself to global networks and stimulate economic cultural social and creative development It advocates the use of cultural programming strategies as a more flexible alternative to traditional top down planning approaches and as a means of avoiding copying the big city The Open Access version of this book available at <http://www.taylorfrancis.com> has been made available under a Creative Commons Attribution Non Commercial No Derivatives CC BY NC ND 4 0 license **Main Street Renewal** Roger L. Kemp,2000 Towns and communities across America once revolved around their downtowns Here people shopped worked relaxed and worshipped Changing needs and developments however resulted in their abandonment Over the past decade citizens have begun to seek ways to rejuvenate their main streets While these efforts have experienced varying levels of success this handbook presents many of the more successful programs providing practical and proven how to insights for those communities seeking similar results for their downtowns The articles collected here provide an introduction to the downtown situation and its complex issues They illustrate techniques of organization and management describe the tools required for successful main street renewal and provide case studies of many successful programs from across the country This valuable tool for city planners business people and private citizens includes a bibliography and index **Planning Theory's Emerging Paradigm** Judith Eleanor Innes,1995 **Working Paper** ,1995 Change and Development in the Middle East (Routledge Revivals) Clarke John,Bowen-Jones Howard,2013-10-14 The Middle East is a region of great traditional diversity which has been characterized by immense political social and economic changes still developing over thirty years after the title s original publication A group of oil rich countries have achieved great political significance and some of the highest per capita incomes in the world Much modern

development has been spatially polarized accentuating the concentrations of rapidly growing populations and posing severe problems for planners Cultivation and pastoralism the main traditional activities have often suffered from neglect and insufficient investment and both require re evaluation These are the issues addressed by this volume first published in 1981 which contains a series of overviews and case studies written by present or former members of staff and research students of the Department of Geography in the University of Durham in honour of W B Fisher Change and Development in the Middle East provides an interesting and relevant geographical and demographic analysis of this diverse and volatile region

Directory of Major Chinese Research Centers 中国主要研究中心目录,1991 **The Oxford Handbook of Industrial**

Hubs and Economic Development Arkebe Oqubay,Justin Yifu Lin,2020-07-23 Industrialization supported by industrial hubs has been widely associated with structural transformation and catch up But while the direct economic benefits of industrial hubs are significant their value lies first and foremost in their contribution as incubators of industrialization production and technological capability and innovation The Oxford Handbook of Industrial Hubs and Economic Development adopts an interdisciplinary approach to examine the conceptual underpinnings review empirical evidence of regions and economies and extract pertinent lessons for policy researchers and practitioners on the key drivers of success and failure for industrial hubs This Handbook illustrates the diverse and complex nature of industrial hubs and shows how they promote industrialization economic structural transformation and technological catch up It explores the implications of emerging issues and trends such as environmental protection and sustainability technological advancement shifts in the global economy and urbanization *American Architect and the Architectural Review* ,1924 **The American Architect and**

the Architectural Review ,1924 **American Architect** ,1924 General Technical Report NE ,1980 China and Europe on the New Silk Road Marijk van der Wende,William C. Kirby,Nian Cai Liu,Simon Marginson,2020-10-08 The global order based on international governance and multilateral trade mechanisms in the aftermath of the Second World War is changing rapidly and creating waves of uncertainty This is especially true in higher education a field increasingly built on international cooperation and the free movement of students academics knowledge and ideas Meanwhile China has announced its plans for a New Silk Road NSR and is developing its higher education and research systems at speed In this book an international and interdisciplinary group of scholars from Europe China the USA Russia and Australia investigate how academic mobility and cooperation is taking shape along the New Silk Road and what difference it will make if any in the global higher education landscape Opening chapters present the global context for the NSR the development of Chinese universities along international models and the history and outcomes of EU China cooperation The flows and patterns in academic cooperation along the NSR as they shape and have been shaped by China s universities are then explored in more detail The conditions for Sino foreign cooperation are discussed next with an analysis of regulatory frameworks for cooperation recognition data and privacy Comparative work follows on the cultural traditions and academic values

similarities and differences between Sinic and Anglo American political and educational cultures and their implications for the governance and mission of higher education the role of critical scholarship and the state and standing of the humanities in China The book concludes with a focus on the Idea of a University the values underpinning its mission shape and purpose reflecting on the implications of China's rapid higher education development for the geopolitics of higher education itself

Roads to Prosperity Gary S. Sands, Laura A. Reese, 2017-11-06 Explores popular economic development strategies in midsize Canadian urban areas Roads to Prosperity Economic Development Lessons from Midsize Canadian Cities explores the relative prosperity of midsize Canadian urban areas population 50 000 to 400 000 over the past two decades Communities throughout North America have strived for decades to maintain and enhance the prosperity of their residents In the areas that are the focus of this research the results of these efforts have been mixed some communities have been relatively successful while others have fallen further behind the national averages Midsize cities often lack the resources both internal and external to sustain and enhance their prosperity Policies and strategies that have been successful in larger urban areas may be less effective or unaffordable in smaller ones Roads to Prosperity first examines the economic structure of forty two Canadian urban regions that fall within the midsize range to determine the economic specializations that characterize these communities and to trace how these specializations have evolved over the time period between 1991 and 2011 While urban areas with an economic base of natural resource or manufacturing industries tend to retain this economic function over the years communities that rely on the service industries have been much more likely to experience some degree of restructuring in their economies over the past twenty years The overall trend among these communities has been for their employment profiles to become more similar and for their economic specialization to fade over time The second part of the book looks at a number of currently popular economic development strategies as they have been applied to midsize urban areas and their success and failures While there appears to be no single economic development strategy that will lead to greater prosperity for every community Sands and Reese explore the various factors that help explain why some work and others don't Those with an interest in urban planning and community development will find this monograph highly informative

From Rail to Road and Back Again? Colin Divall, 2016-03-03 The coming of the railways signalled the transformation of European society allowing the quick and cheap mass transportation of people and goods on a previously unimaginable scale By the early decades of the twentieth century however the domination of rail transport was threatened by increased motorised road transport which would quickly surpass and eclipse the trains only itself to be challenged in the twenty first century by a renewal of interest in railways Yet as the studies in this volume make clear to view the relationship between road and rail as a simple competition between two rival forms of transportation is a mistake Rail transport did not vanish in the twentieth century any more than road transport vanished in the nineteenth with the appearance of the railways Instead a mutual interdependence has always existed balancing the strengths and weaknesses of each system It is that

interdependence that forms the major theme of this collection Divided into two main sections the first part of the book offers a series of chapters examining how railway companies reacted to increasing competition from road transport and exploring the degree to which railways depended on road transportation at different times and places Part two focuses on road mobility interpreting it as the innovative success story of the twentieth century Taken together these essays provide a fascinating reappraisal of the complex and shifting nature of European transportation over the last one hundred years Hearings Before the Subcommittee on Public Buildings and Grounds of the Committee on Public Works, House of Representatives ... United States. Congress. House. Committee on Public Works,1947 *SUMP for Cities' Sustainable Development* Marija Burinskienė,Rasa Ušpalytė-Vitkūnienė,2021-04-07 In a rapidly changing world it is necessary to increase the engagement of local authorities and stakeholders to make urban mobility cleaner and more sustainable The best way is to combine great ideas and innovative measures with political support This Special Issue consists of six articles analyzing the impact of SUMP Innovative measures have been proposed to change urban transport systems towards sustainability Chinese research has analyzed the tourist flow of Tibet using innovative technologies mobile phone data visualizations using GIS and social networks Lithuanian authors proposed three autonomous car travel development concepts that should become a conceptual tool in the development of ITS and C ITS An English scientific paper is based on a review of local transport policy documents from 13 cities in four countries Most cities seek to reduce car travel as a proportion of trips Experience from Slovenia shows that the comprehensive traffic calming approach has positive effects and contributes to achieving sustainable mobility Korean researchers used the GINI coefficient to evaluate the bus system to identify bus nodes in order of importance The last article described that multicriteria decision making methods have been successfully used for assessing the effectiveness of sustainable transport systems and a universal evaluation model was proposed The Contributions of Infrastructure to Economic Development Christine Kessides,1993-01-01 This paper reviews the linkages between infrastructure and economic development based on both formal empirical research and informal case studies The main thesis is that economic benefits result from investments in infrastructure only to the extent that they generate a sustainable flow of services valued by consumers Thus an analysis of infrastructures contributions to growth must look at the impacts of services as actually perceived not at indirect indicators that measure only aggregate provision of infrastructure capital The paper notes that macro and industry level research although having its limitations suggest a positive and statistically significant relationship between infrastructure and economic output However the conclusions derived from this research most of which derives from developed countries provide little specific guidance for policy To gain more practical insights about how infrastructure contributes to economic growth and to improved quality of life and to understand the welfare costs of inadequate or unreliable infrastructure it is necessary to look at microeconomic evidence Particularly interesting illustrations of these relationships are to be found in developing countries where there is wide variance in the availability and quality of

infrastructure

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