City of Ipswich

iGO Ipswich Transport Strategy 2025

Summary Report

Ipswich.qld.gov.au/iGO

City of Ipswich

CONTENTS

FIGURES

TABLES

LIST OF ACRONYMS

CAVs	Connected and Autonomous Vehicles
Council	Ipswich City Council
CSIRO	Commonwealth Scientific and Industrial Research Organisation
C-ITS	Connected Intelligent Transport Systems
DCOP	Development Charges and Offset Plan
DDA	Disability Discrimination Act 1992
DRT	Demand Responsive Transport
iGO	iGO City of Ipswich Transport Plan (2016)
iGO NAPs	iGO Network Action Plans
iGO Strategy	iGO Ipswich Transport Strategy 2025
ISTM	Ipswich Strategic Transport Model
LGA	Local Government Area
LGIP	Local Government Infrastructure Plan
QTRIP	Queensland Transport and Roads Investment Program
SEQ	South East Queensland
TFNSW	Transport for New South Wales
TMR	Queensland Department of Transport and Main Roads

Approval date August 2025 | Publication date August 2025

1. INTRODUCTION

Released in 2016, the City of Ipswich Transport Plan (branded 'iGO') was Ipswich City Council's (council) first integrated transport plan. iGO was used by council to advance Ipswich's transport system, respond to transport challenges and accommodate growth in the region.

Much has changed since 2016, Ipswich is now guided by a new community vision outlined in council's corporate plan ***iFuture***. The region is also now projected to more than double its population to approximately 533,000 residents by 2046. Changes in both local and state government planning have led to several changes regarding how and where this growth is forecast to occur.

The housing supply crisis, decarbonisation, and sustainability have become key drivers of current government strategy and decision-making. A global pandemic, COVID, occurred which resulted in a number of social and economic impacts and shifts. Transport technology and trends have also continued to evolve, which bring new opportunities for safer and more sustainable transport.

The ***iGO Ipswich Transport Strategy 2025*** (iGO Strategy) defines the aspiration for future transport in Ipswich, key opportunities and challenges faced, and council's overarching strategic direction in advancing the city's transport system towards the vision.

The iGO Strategy is an important document as it:

- provides information to the community and stakeholders regarding council's strategic forward-looking focus for transport
- will be used to guide council's transport-related activities including resource allocation and prioritisation, investment decision-making, and monitoring success.

The strategy was developed in line with the principles of 'movement and place' – a practice used to ensure that transport planning is derived from a broad vision for the local area, is integrated with planning for the broader region, and is developed in consultation with the local community and stakeholders. The release of the iGO Strategy is the outcome of significant collaboration and engagement with the Ipswich community and stakeholders throughout 2022–2024.

Acknowledgement of Country

Ipswich City Council respectfully acknowledges the Traditional Owners, the Jagera, Yuggera and Ugarapul People of the Yugara/Yagara Language Group, as custodians of the land and waters we share. We pay our respects to their Elders past and present, as the keepers of the traditions, customs, cultures and stories of proud peoples.

2. STRATEGIC CONTEXT

2.1 PLANNING AND POLICY ALIGNMENT

Planning for transport is complex and interdependent with urban, regional, economic and environmental planning.

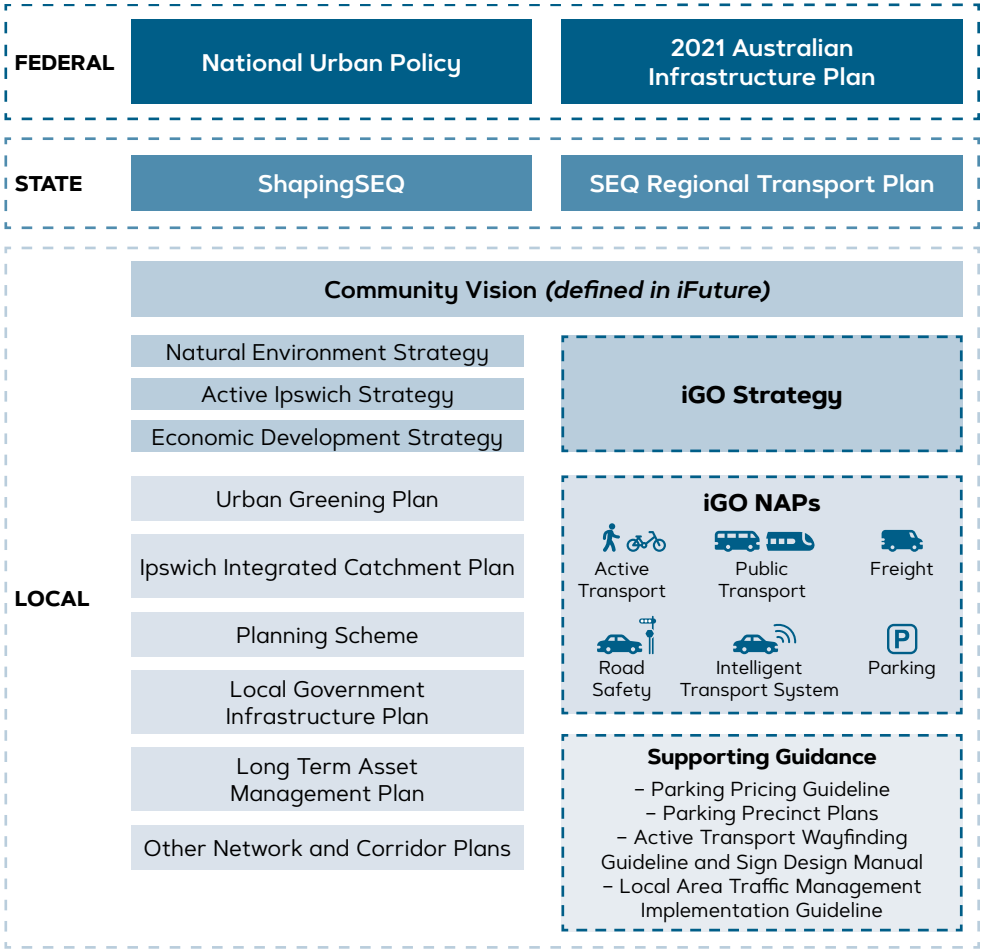
The iGO Strategy has given consideration to and has broad alignment with government planning and policy across federal, state and local levels. The strategy also responds to the Ipswich community vision and themes within iFuture and forms part of council's broader strategic planning framework.

The iGO Strategy is supported by various existing iGO Network Action Plans (iGO NAPs) and supporting guidance material. These plans provide more detailed information on how council intend to manage and achieve desired outcomes for various transport modes (like active transport) and themes (like safety) and seek to compliment other long-term council planning documents.

As further discussed in the delivery section, the existing iGO NAPs and other supporting guidance material will be reviewed and added to over time to ensure their alignment with the new iGO Strategy strategic directions and other relevant policy documents.

While the iGO Strategy is owned by council, there are various entities that will play a role in its delivery. It is important to note that council are responsible for local roads, pathways and bus stops. Outside of its jurisdiction, council will continue to represent the interests of the Ipswich community, take reasonable actions and advocate to the State Government for major road upgrades and public transport improvements. Council have also worked closely together with the Queensland Department of Transport and Main Roads (TMR) in the development of this Strategy.

Figure 1 Current Planning and Policy Hierarchy



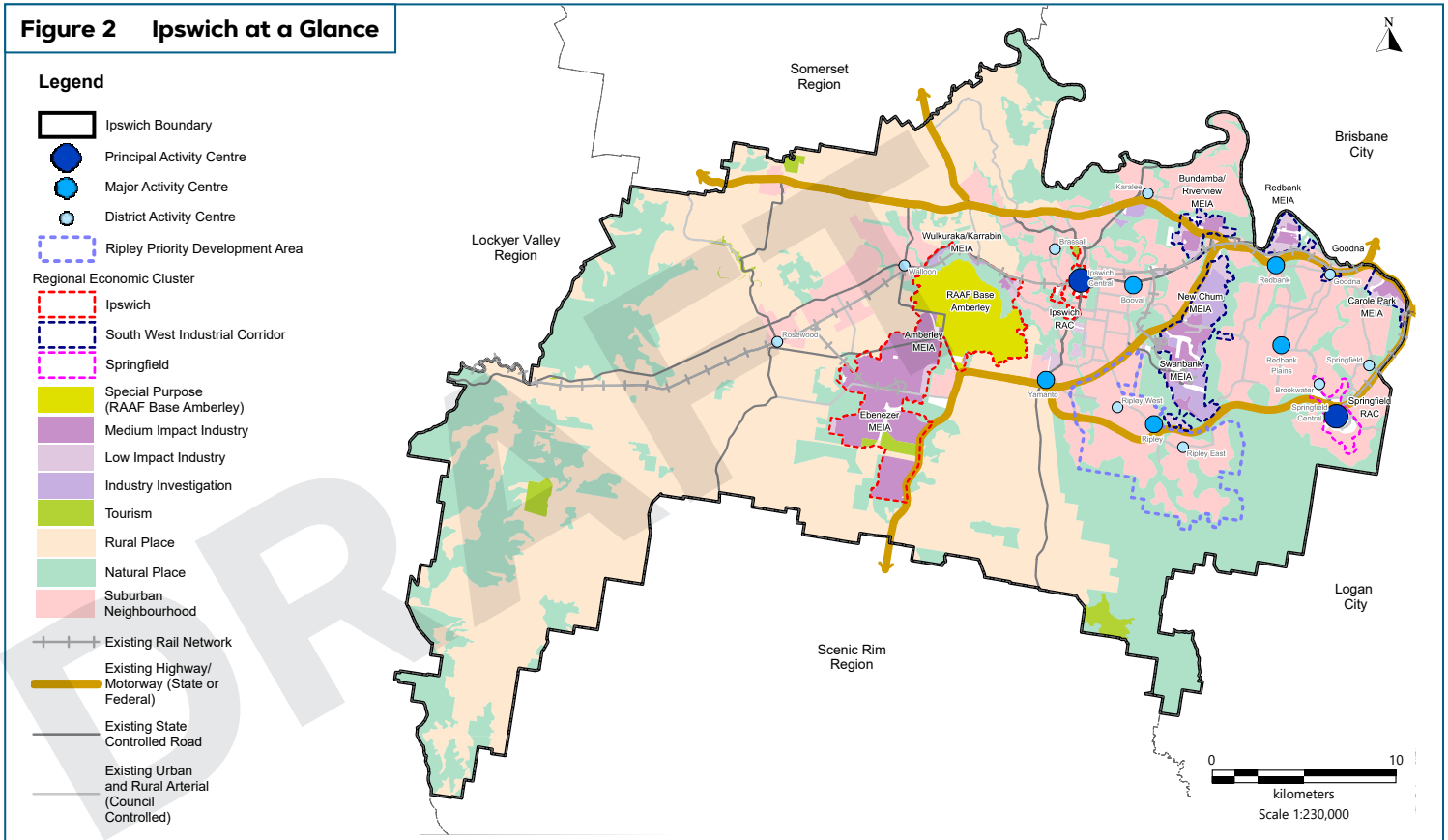
2.2 IPSWICH AT A GLANCE

The Ipswich region has a rich natural environment with a number of protected conservation areas and waterways. Ipswich is also a well-known heritage city, including transport history features such as the best railway line in Queensland (between Ipswich and Grandchester), the Historic Grandchester Station, The Queensland Museum and Railway Workshops and Queensland Pioneer Steam Railway. The Bremer River was also once an important transport link between Ipswich and Brisbane and is a key feature of the city's natural landscape.

Ipswich is forecast to continue its trend as one of Queensland's fastest growing Local Government Areas (LGA). The population is expected to more than double by 2046, the majority of which is projected to occur in the form of low-density detached housing in urban expansion (greenfield) areas[1]. This growth is forecast to be accompanied by significant increases in local health and education facilities and employment opportunities.

Healthcare, social assistance and manufacturing are forecast to remain the primary employment industries for the LGA (Queensland Government Statistician's Office 2010–2041). The majority of these jobs are forecast to be distributed across Ipswich's activity centres and within key industrial areas located along the Redbank, Bundamba, Swanbank and New Chum corridor, with future expansion to Ebenezer. Amberley also provides significant defence jobs and activity for the LGA.

Figure 2 Ipswich at a Glance



Estimated resident population

254,800 (2024) > **534,000** (2046)

Dwellings

92,700 (2024) > **192,400** (2046)

Employment

74,450 (2021) > **148,900** (2046)

Open spaces

8,500 ha

(Source: Ipswich City Plan 2025)

DRAFT

1 Shaping SEQ 2023

3. OUR TRANSPORT NETWORK

Supporting the Ipswich region and its community are a range of transport networks, services and infrastructure. A well-established strategic road network enables movement of people and goods across the LGA, with generally direct connections to and between centres and places.

Two rail corridors connect Rosewood, Ipswich Central and Springfield Central with the Brisbane CBD, providing access between some Ipswich local residential areas and key destinations within Ipswich and Brisbane that provide essential services, employment and recreation opportunities.

A strategic review of Ipswich's multi-modal transport network indicated that progress has been made in expanding the network through delivery of a range of active transport and road infrastructure projects, however more needs to be done to deliver a transport network that reflects the aspirations of council and the Ipswich community.

The walking network is well-established in new communities such as Springfield and Ripley, but scattered or non-existent throughout the majority of Ipswich's remaining developed areas.

The cycle network is minimal and connectivity is sporadic, with many disconnected on-road facilities and unlinked off-road shared paths (often connecting to narrow or deficient footpaths).

Areas like Ipswich Central and Springfield Central have some bus connectivity, but many local residential areas have circuitous hourly services or lack services completely. Limited bus networks and bus hours do not adequately support access to activity centres and railway stations or support non-traditional work schedules, such as those of hospital workers.

Two rail corridors connect Rosewood, Ipswich Central and Springfield Central with the Brisbane CBD, providing access between some Ipswich local residential areas and key destinations within Ipswich and Brisbane. Rail travel times are about 20–30 minutes slower than by car. Currently, many rail stations serve lower-density residential areas with high park-and-ride demand. However, the Ipswich City Plan 2025 includes plans for higher-density development around some of these stations.

The strategic road network is well-established, facilitating the movement of people and goods throughout the LGA with generally direct connections between centres and places without traversing through higher-level activity centres. However, there are localised connectivity and resilience challenges, such as the limited opportunities to cross the Bremer River, which creates a degree of severance for all modes of transport.

The freight network offers direct connections to major centres within Ipswich and facilitates regional movement from Brisbane to the state's southern and western areas. Emerging industrial precincts like Ebenezer will require connections to the freight network, necessitating infrastructure upgrades to link them with national supply chains and inland rail.

1,929 km
council maintained footpaths and bikeways

18
urban bus services (January 2025)

2
roam zones of 'Flexilink', a shared community transport service

4
train services per peak hour on Springfield line

5
train services per peak hour on Ipswich / Rosewood line

1,284 km
council maintained roads

Figure 3 Existing Active Transport Network

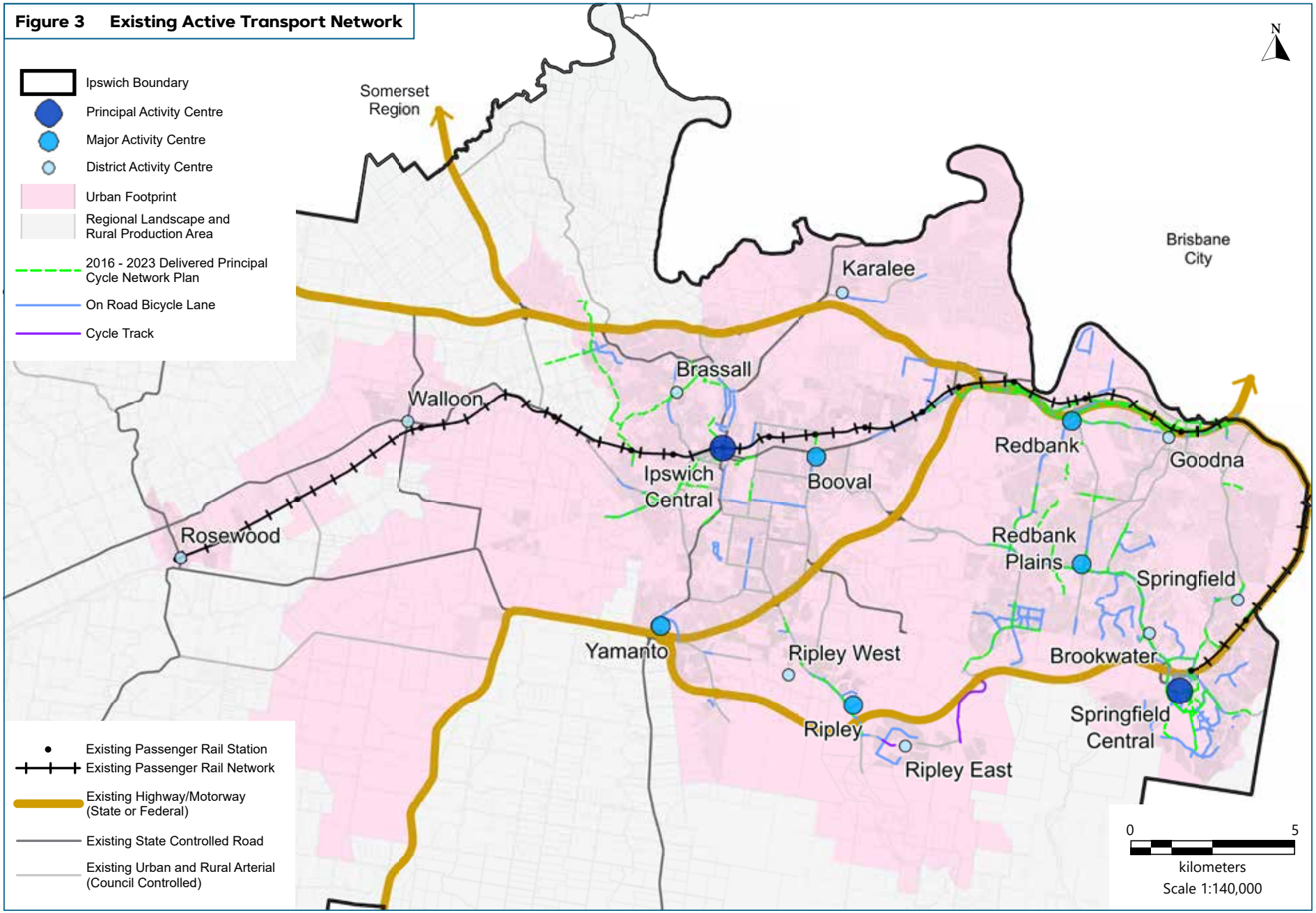


Figure 4 Existing Public Transport Network

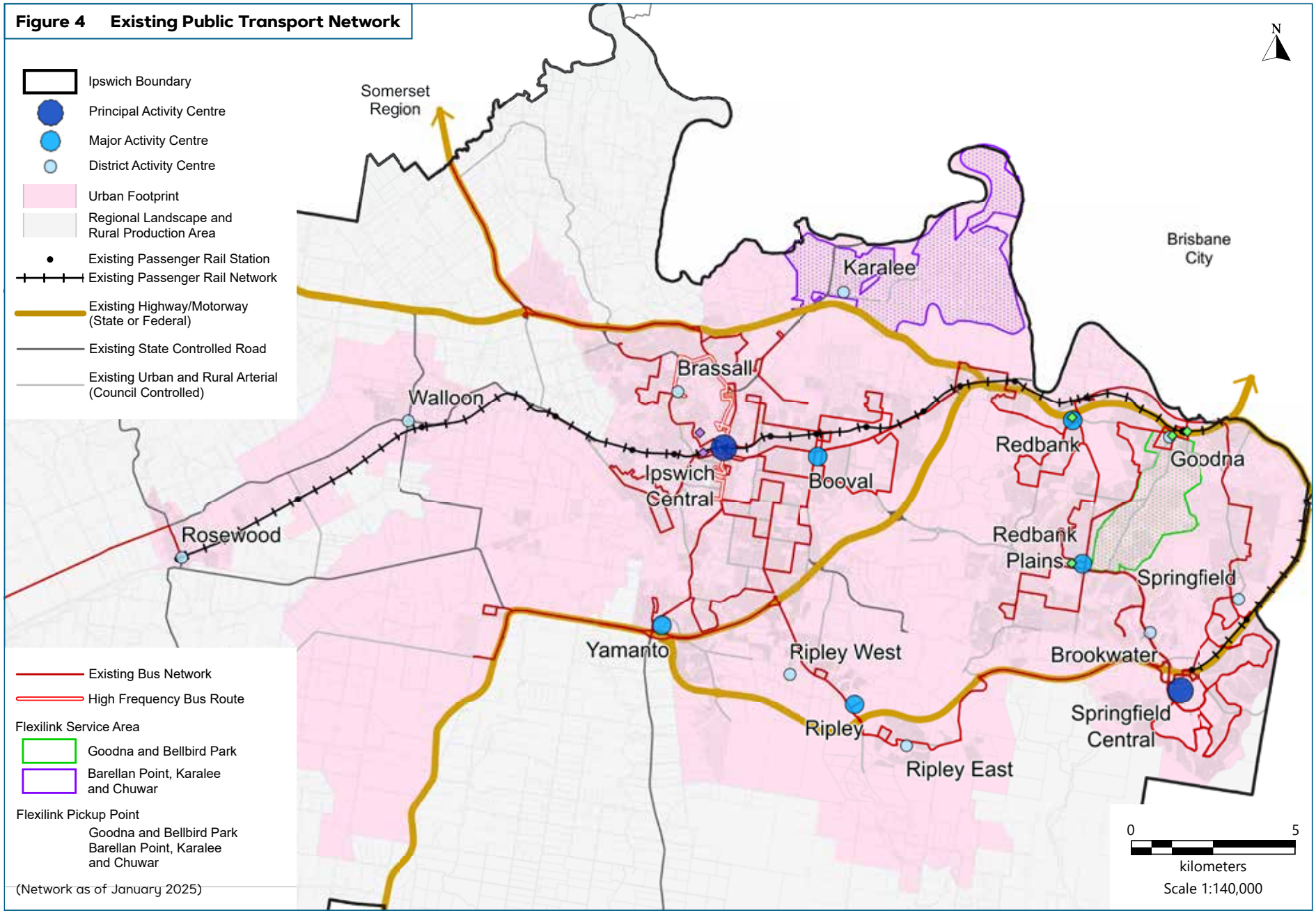
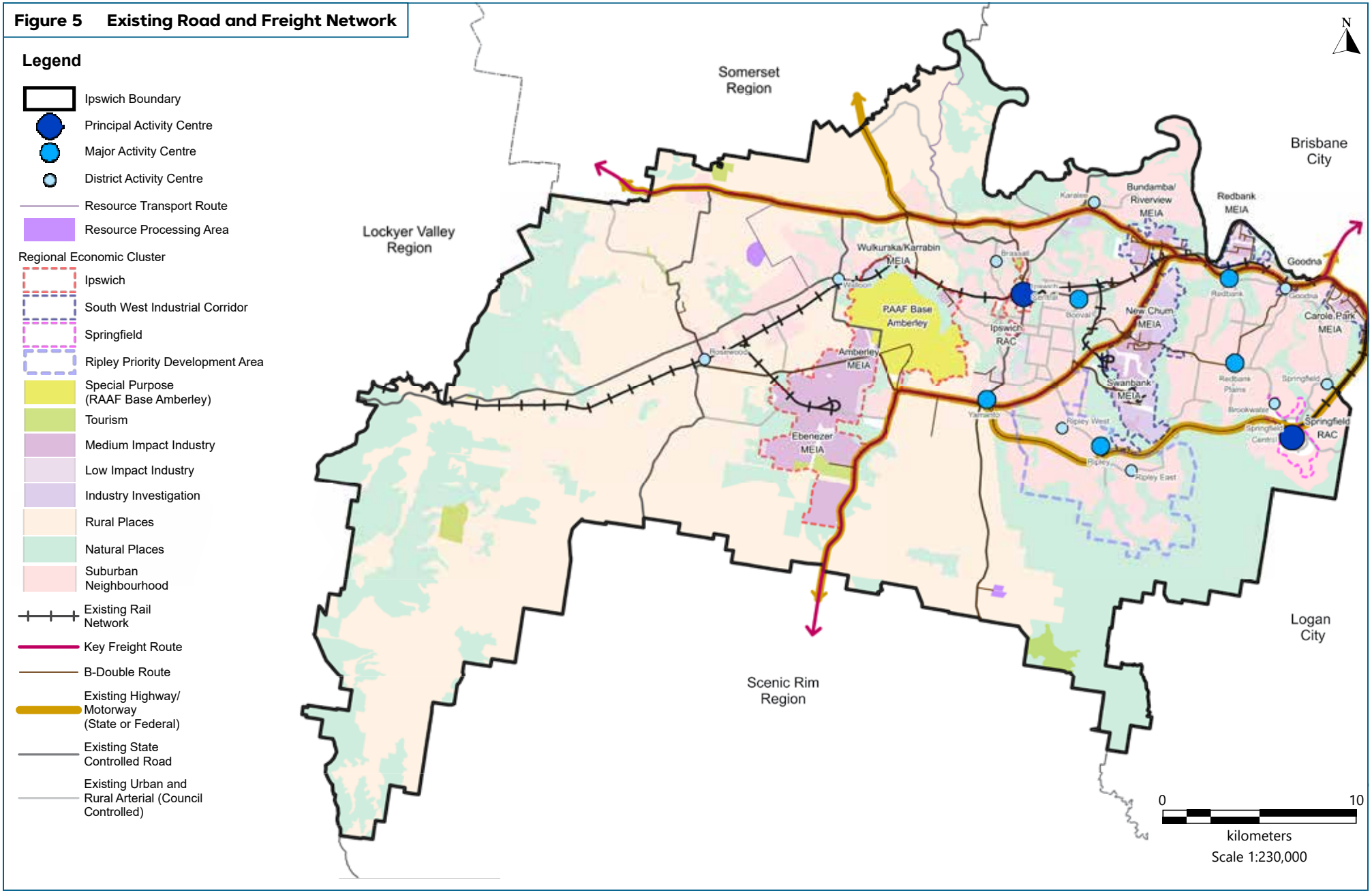


Figure 5 Existing Road and Freight Network



3.1 PEOPLE MOVEMENT

It is estimated that over 800,000 daily trips were generated across the Ipswich region on a typical weekday in 2019*. The delivery of new communities within Ipswich is forecast to result in this growing to nearly 2 million daily trips by 2046.

Trips made locally within Ipswich are forecast to grow at a faster rate, as residents find greater opportunities to fulfill daily lifestyle needs at local places. Growth of key movements around the region are forecast to be focused on those radiating from Ipswich Central, and where significant residential growth is forecast across the broader Springfield and Ripley areas along the rail line between Rosewood and Walloon.

Although forecast to grow at a slower rate, trips to and from Brisbane are forecast to continue to be high. Alongside Logan, Brisbane will continue to provide Ipswich residents with significant employment, recreational and retail offerings.

Interregional movements through the region predominantly occur between the Ipswich Motorway in the far northeast of the LGA and to each the Warrego Highway, Brisbane Valley Highway and Cunningham Highway.

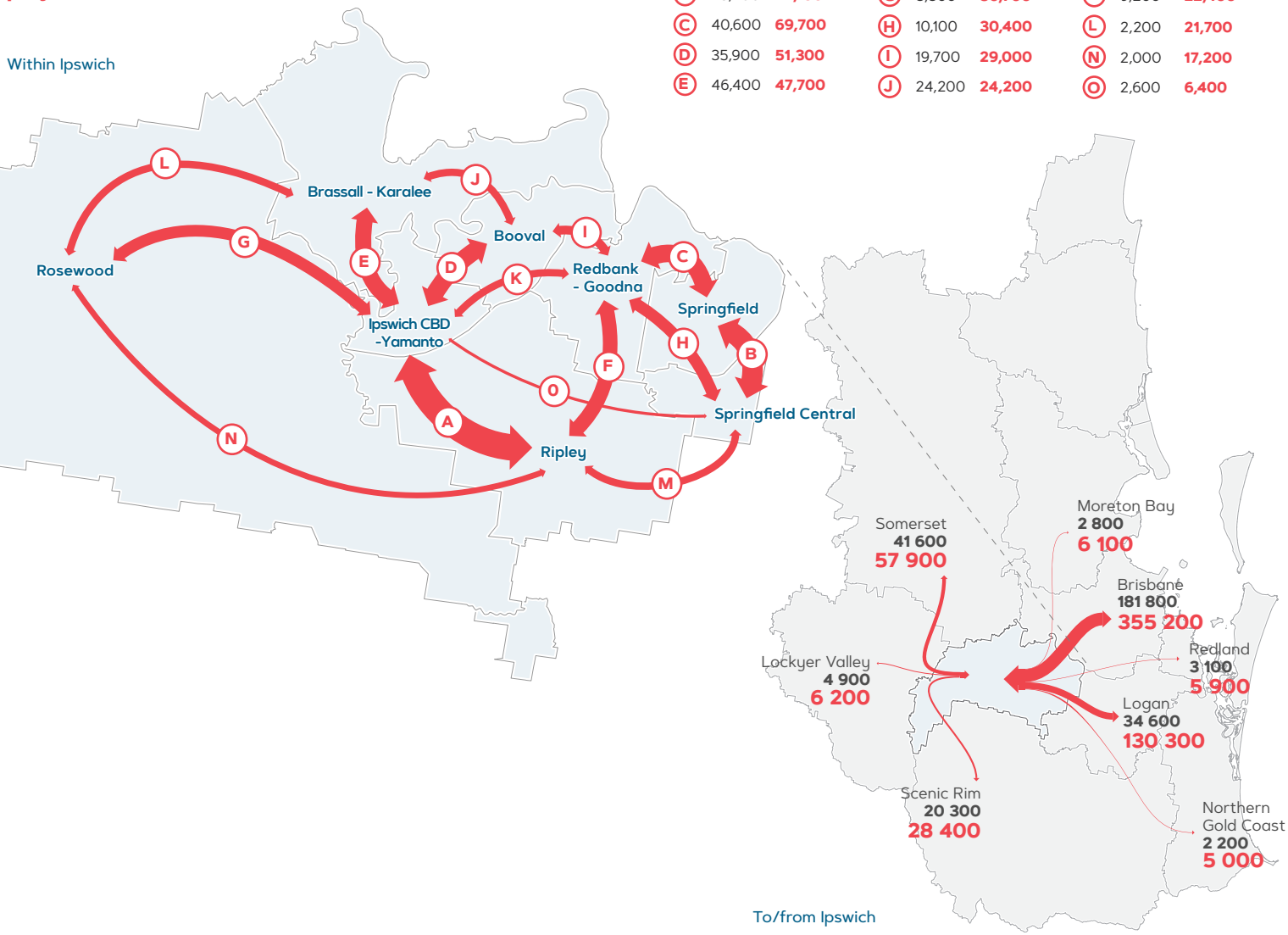
** Figures are based on the Ipswich Strategic Transport Model (ISTM) which has been validated using observed counts to a 2019 base year. It is anticipated that this data will be re-surveyed and updated with the upcoming ISTM updates in the near future.*

Figure 6 Estimated Daily Movement

volume in 2019*

projection of volume in 2046

	2019	2046		2019	2046		2019	2046
A	13,000	75,600	F	2,200	34,500	K	10,100	22,800
B	25,400	72,100	G	8,800	30,700	L	9,200	22,400
C	40,600	69,700	H	10,100	30,400	L	2,200	21,700
D	35,900	51,300	I	19,700	29,000	N	2,000	17,200
E	46,400	47,700	J	24,200	24,200	O	2,600	6,400

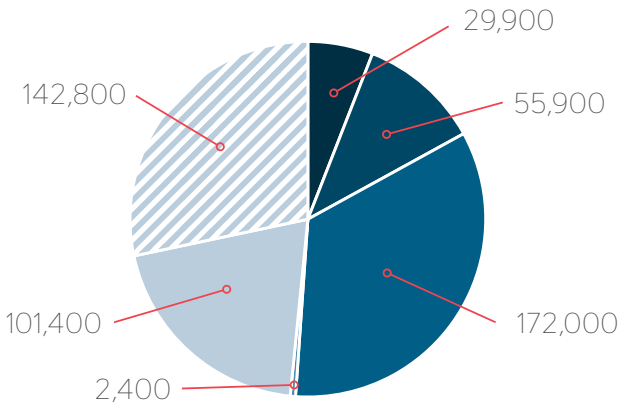


The majority of people movement to, from, through and within the region occurs by private car with relatively low proportions by active and public transport modes. Modelling of future scenarios indicates that this is unlikely to change without a significant shift in transport investment decision making towards more sustainable modes or changes in how the city is planned to grow. The most notable shift in recent travel behaviours has been towards working from home – a behavioural shift induced by the COVID pandemic. The proportion of people working from home in Ipswich increased from 3% in 2016 to 12% in 2021[2].

Given the nature of planned settlement patterns, it is forecast that approximately 44% of daily trips in 2046 will be greater than 10km whereby the community will be seeking a motorised form of transport such as rail, bus or car. Conversely, 56% of all daily trips by 2046 will be 10km or less, representing a significant opportunity for more active transport and e-mobility modes.

Figure 7 Why People Travel (Home Based Daily Trips)*

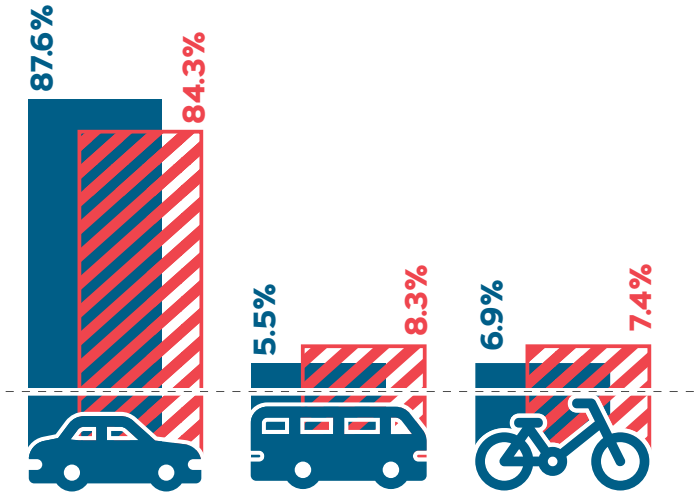
in 2019
projection of growth in 2046



	# in 2019	↑ in 2046
Work (blue collar)	81,600	+ 173%
Work (white collar)	88,200	+ 58%
Education (secondary)	408,000	+ 137%
Education (tertiary)	6000	+ 150%
Shopping	235,700	+ 132%
Other	361,900	+ 153%

Figure 8 How People Travel (Weekday Trips)*

in 2019
in 2046



** Figures are based on the ISTM which has been validated using observed counts to a 2019 base year. It is anticipated that this data will be re-surveyed and updated with the upcoming ISTM updates in the near future.*

3.2 GOODS MOVEMENT

It is estimated that freight vehicle movements to, from and within Ipswich will increase from 108,700 trips on a weekday in 2019* to 266,000 trips in 2046. In particular, the significant planned economic and industrial activity envisaged for Ipswich could see freight vehicle movements within Ipswich approximately triple from 41,100 trips per weekday in 2019 to 129,400 trips in 2046. These forecasts could be even higher should current trends in personal and urban freight deliveries continue to increase.

The continued growth of Ipswich's higher order city centres will continue to drive demand for service vehicles and urban freight to/from these key economic hubs. Emerging industrial precincts will need to be connected to the strategic freight network, driving infrastructure needs to support their connection to national supply chains and major infrastructure. This includes the Ebenezer Regional Industrial Area, which will require access to the planned Inland Rail corridor via a future Ebenezer Intermodal Terminal.

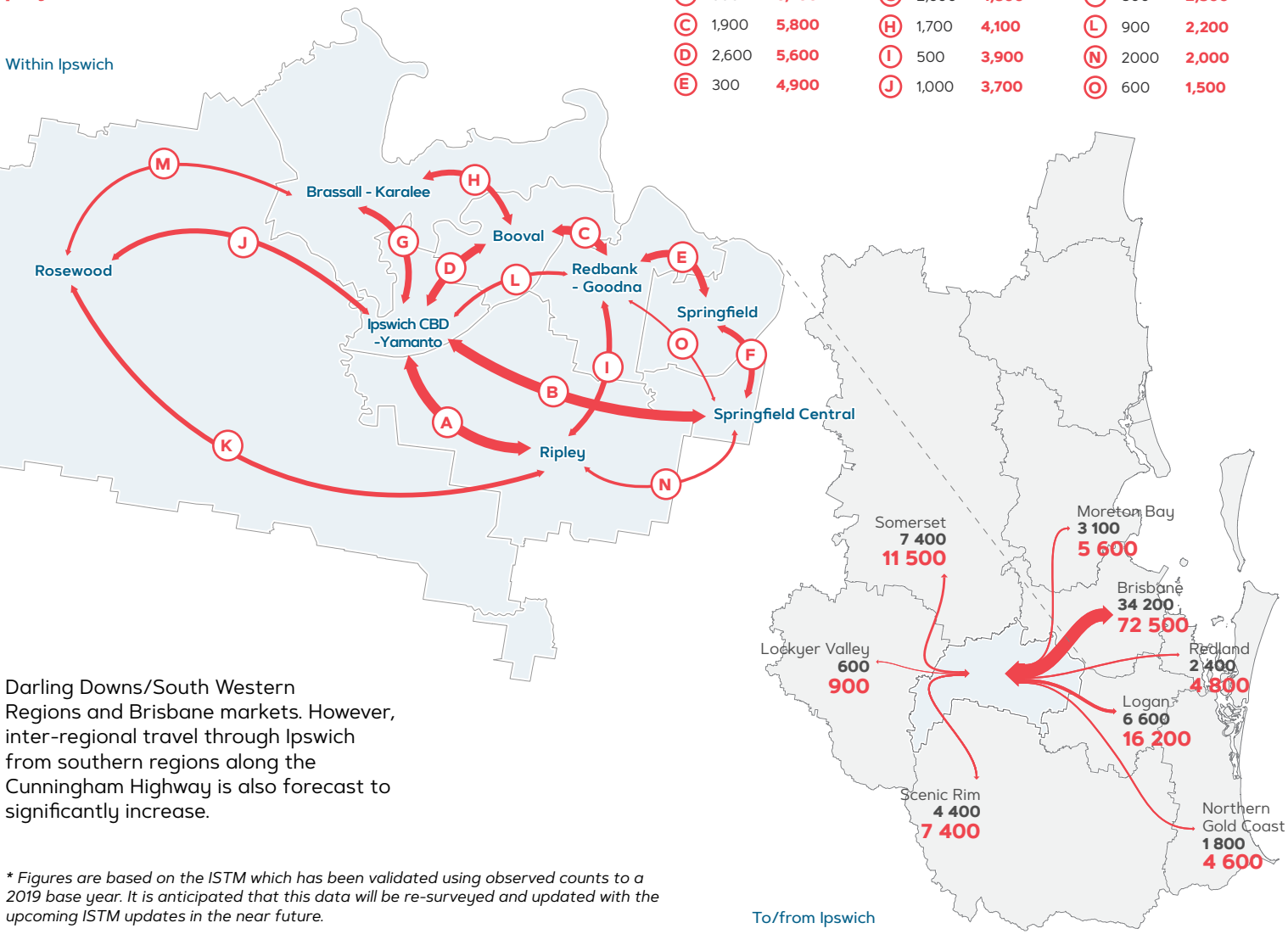
Highest freight flows from Ipswich to areas outside the LGA are forecast to be towards Brisbane and Logan to the east and Somerset to the north. Inter-regional freight movements through the LGA continue to predominately be forecast on the Ipswich Motorway and Warrego Highway and are expected to double from 3,800 weekday trips in 2019 to 8,800 trips by 2046, facilitating east-west freight movements between the Darling Downs/South Western Regions and Brisbane markets. However, inter-regional travel through Ipswich from southern regions along the Cunningham Highway is also forecast to significantly increase.

Figure 9 Estimated Daily Movement of Goods Vehicles

volume in 2019*

projection of volume in 2046

	2019	2046
A	1,100	6,700
B	300	6,700
C	1,900	5,800
D	2,600	5,600
E	300	4,900
F	1,700	4,400
G	2,600	4,300
H	1,700	4,100
I	500	3,900
J	1,000	3,700
K	900	3,300
L	800	2,500
L	900	2,200
N	2000	2,000
O	600	1,500



** Figures are based on the ISTM which has been validated using observed counts to a 2019 base year. It is anticipated that this data will be re-surveyed and updated with the upcoming ISTM updates in the near future.*

4. CHALLENGES AND OPPORTUNITIES

A review of current and future transport trends and networks in Ipswich along with extensive community and stakeholder feedback highlighted a variety of important challenges and opportunities that will shape the future of transport in Ipswich. These opportunities and challenges were grouped, refined and prioritised in order to focus on the most important issues and possibilities to address as part of the updated strategy vision and objectives.

Active transport, health and wellbeing

Opportunity | A significant opportunity to achieve a happier and healthier Ipswich community is seen through the expansion of the Principal Cycle Network (PCN), broader active transport network and through better integration of micro-mobility into Ipswich's policy, planning and design.

Growth and built form

Challenge | The scale of growth and planned development in Ipswich will more than double todays transport demand, continuing the trend of long travel distances for daily needs.

Opportunity | There is an opportunity to explore a range of integrated planning, investment decision-making and operational tactics to maximise the affordability and sustainability of transport outcomes.

Natural environment

Challenge | Supporting greenfield development and building new or upgraded transport links will have impacts to the natural environment. Impacts can vary and mitigation measures often do not offset loss of nature.

Opportunity | There is an opportunity to better protect and enhance the natural environment through our transport planning activities and delivery of projects.

Public and community transport

Challenge | Significant improvements in public and community transport are needed. Servicing is considered limited and irregular. Safety, security, accessibility, affordability and social isolation challenges are consistently raised.

Vibrant places

Opportunity | Initiatives to re-balance movement and place functions of our roads and streets in areas of high place value represents a significant opportunity to create vibrant places and support economic development.

Network resilience

Challenge | Increased risk of more severe and frequent flood, bushfire and urban heat events, along with daily incidents on congested roads, place added pressure on transport networks to be resilient in both day to day operations as well as during and recovering from major climate events.

Accessibility and inclusivity

Opportunity | Make inclusivity and accessibility for all a standard planning norm. This includes provision of accessible infrastructure and services as well as exploration of technology-based solutions.

Affordability
Challenge | Affordability of delivering infrastructure, alongside environmental challenges and other factors, are driving a need to do 'more with less'.
Opportunity | Less car-orientated planning, investment decision-making and infrastructure alongside supporting more efficient people moving transport modes, appropriate transport technologies and work-from-home practices could play a role in addressing this challenge.

Decarbonisation
Challenge | The volumes of embodied and user carbon associated with the forecast transport task and planned transport response are significant.
Opportunity | There is an opportunity for Ipswich to contribute to and work towards the transition to net zero through a sustainability focused, whole-of-life approach that focuses on leaner, greener and cleaner transport.

Freight
Challenge | Freight vehicle movements within Ipswich are expected to triple by 2046 in line with population and industrial growth. There is a need for infrastructure to support economic productivity associated with the movement of goods in and through Ipswich.

Safety and security
Challenge | Road safety performance remains some way from a 'towards zero' target.
Opportunity | There is an opportunity to improve road safety with technology and traditional measures, while enhancing security and safety perceptions in transport spaces.

4.1 TRANSPORT TRENDS AND TECHNOLOGY

Demand Responsive Transport

Demand Responsive Transport (DRT) is a form of shared private transport where vehicles alter their routes spatially or temporally based on particular transport demand rather than using a fixed route or timetable. DRT provides a public transport service and is often implemented as a solution to travel in suburbs and lower density areas that are not suited to more formalised and fixed public transport routes. DRT can help address social isolation and ensure equity of access for all residents and abilities within the region through improved access to opportunities and services. A number of trials have been undertaken by government agencies in recent years, including in Logan, Hervey Bay and on the Gold Coast.

E-Mobility

E-mobility generally includes electric assisted bikes, scooters, other small-wheeled devices and its use has rapidly expanded in Queensland, particularly post-COVID. Electric assistance can reduce traditional use barriers such as topography, heat and travel distance. There is a significant opportunity for their inclusion in an integrated transport system, expanding the catchment of the public transport system and reducing car dependence.

Decarbonising Transport

Driven by a global acceptance of climate change and an awareness that transport is a primary contributor to these emissions, transport agencies have had an increased focus on decarbonising transport over the last six years. Reducing transport-generated carbon requires a whole-of-lifecycle approach, with a significant contemporary focus being placed on the electrification of the vehicle fleet, and the greening of the electrical grid that supports them. Research undertaken by Commonwealth Scientific and Industrial Research Organisation (CSIRO) has forecast the anticipated electric vehicle fleet mix in 20 years would be 35% based on a 'current trajectory' scenario and 60% based on a net zero scenario[3].

Connected and Autonomous Vehicles

Connected and Autonomous Vehicles (CAVs) will change the way vehicles, people and our roads interact and have the potential to enhance safety and reduce congestion. They also offer the opportunity to change vehicle ownership structures, mobility service products and various other aspects of transport. However, their implementation will need to be managed in a way that minimises additional vehicle trips without passengers, which could result in additional congestion and delays on the road network.

Ipswich Connected Vehicle Pilot

The pilot undertaken by TMR, saw 500 public participants' vehicles and road infrastructure retrofitted with connected vehicle technology, also known as Connected Intelligent Transport Systems (C-ITS). C-ITS allows vehicles to communicate with each other, roadside infrastructure. and traffic management systems to share information, and warnings. This technology enhances road safety by providing drivers with real-time awareness of potential hazards and traffic conditions. The evaluation of the Ipswich trial found that a 20% crash reduction is possible, based on C-ITS being 100% present on the network.

© Department of Transport and Main Roads, Queensland Government

3 Electric Vehicle Projections 2021, CSIRO, May 2021


Sarina Russo
Job Access

5. VISION

Our vision is for a transport system in Ipswich that supports a thriving and liveable city, providing access to opportunity and travel choices for all, and managing growth in a sustainable manner.

Serving as a catalyst for positive change in the Ipswich region, our transport network will be characterised by quality walking, cycling and public transport connections, a sustainable road network, a new Bremer River crossing, and infrastructure that recognises Ipswich's role as South East Queensland's pre-eminent freight hub.

Our aspiration for future transport is supported by planned networks and a series of objectives aligned to the themes of our community vision outlined in iFuture;

- **Vibrant and growing**
- **Safe, inclusive and creative**
- **Natural and sustainable**
- **A trusted and leading organisation.**

5.1 VIBRANT AND GROWING

Connected

Our city centres are accessible by a network that provides more seamless journeys and sustainable travel choices. Current and emerging communities and visitors can fulfill their daily needs by moving around Ipswich with greater ease and choice.

Vibrant places

Our network provides more vibrant places for the Ipswich community, from supporting increased density and diversity of uses to providing amenity and activation.

Productive

Our transport network supports efficient movement of people and goods, supporting Ipswich's businesses, industries and tourism to enable a thriving community and economy.

5.2 SAFE, INCLUSIVE AND CREATIVE

Safe and secure

Improve the safety of our network and ensure people feel secure in our transport places and spaces.

Inclusive

Our transport infrastructure, services and places are easier to use and provide more affordable and accessible mobility options to people from all backgrounds, cultures, abilities and ages.

Healthy and well

It is easier and more attractive for everyone to make travel choices that improve our community's health and wellbeing.

5.3 NATURAL AND SUSTAINABLE

Nature

Council's transport investment and delivery seeks to reduce impacts and maximise opportunities to enhance the natural environment.

Climate

Ipswich transport responds to emerging climate stresses through reducing urban heat and carbon emissions.

Resilience

The transport system is more resilient during both planned and unplanned events, from major weather events to day-to-day ad hoc incidents.

5.4 A TRUSTED AND LEADING ORGANISATION

Leadership

Council proactively seeks to meet the needs of the community that are beyond the limitations of council's own resources, whether it be through advocacy or pursuing new partnerships across government, industry and within the community.

Financial responsibility and risk

Council's investment in transport is guided by its aspirations, available funding resources, and safety risk to the community.

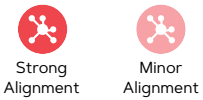
6. STRATEGIC DIRECTIONS

An evidence-based, vision and stakeholder led process has identified six new strategic directions for transport in Ipswich, with 18 supporting approaches. These collectively aim to articulate an agreed plan on how council will respond to and act upon the iGO Strategy vision and objectives.

This is not a list of initiatives or projects, but rather a list of broad approaches outlining the intended focus of council efforts in transport related matters over the coming years. The icons identified alongside each approach indicates their strength of alignment, with the level of alignment indicated below.

Objective key

Alignment indicator



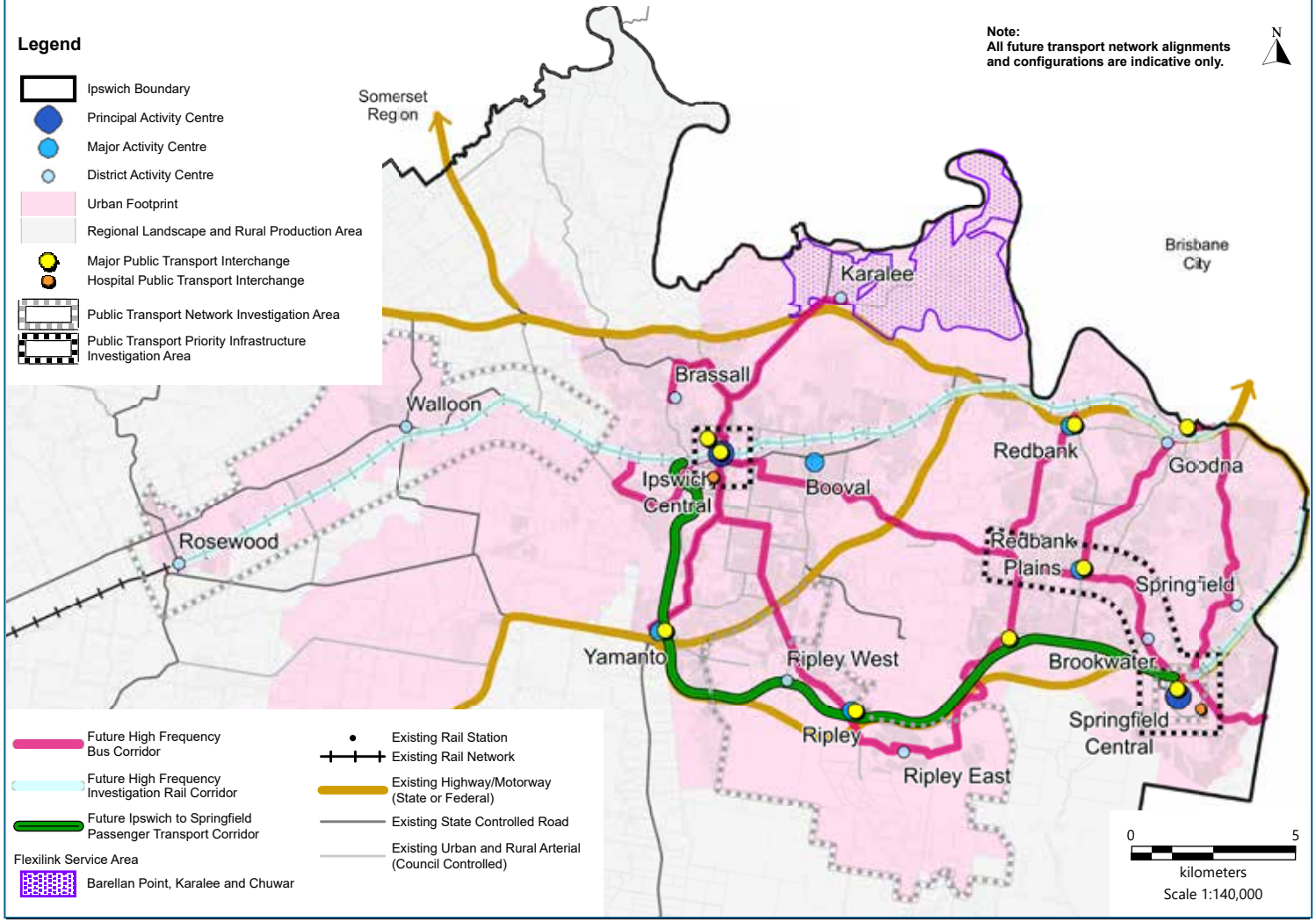
STRATEGIC DIRECTIONS AND APPROACHES TO BE TAKEN
Support a shift towards more sustainable transport
Progressively grow and enhance the passenger transport network
Improve local footpath and active transport network connectivity
Change our travel behaviour and manage travel demand
Support complete neighbourhoods
Encourage growth near transit and existing infrastructure
Create vibrant and amenable activity centres
Support economic growth and activity
Ensure efficient movement to business and industry
Create safer and more equitable outcomes for users
Evolve council planning and designing practices to address the needs of people with a mobility or physical disability
Enhance focus on personal security and perceptions of safety
Address road safety
Protect the environment and create a more resilient network for future generations
Evolve our mindset from environmental impact mitigation to nature-positive thinking
Work towards the transition to net zero transport through reducing user and embodied carbon
Enhance greening and connection to natural areas and local places
Improve disaster and emergency event resilience and recovery
Establish a framework to deliver the vision
Develop an iGO Implementation Program
Refine our transport advocacy priorities
Evolve our transport practices and processes
Leverage the 2032 Brisbane Olympic and Paralympic Games opportunity
Explore alternative funding mechanisms

6.1 SUPPORT A SHIFT TOWARDS MORE SUSTAINABLE TRANSPORT

Connected | Vibrant Places | Productive | Inclusive | Healthy and Well | Climate | Leadership

Council will engage, collaborate with and advocate to the state government to ***progressively grow and enhance the passenger transport network*** *in Ipswich and assist where able in its delivery. This includes (but is not limited to) expanding coverage and increasing service frequency on the rail and bus network. It also includes improving transport interchanges, demand responsive transport and community transport options, and the accessibility of passenger transport services (e.g. through physical infrastructure and Mobility as a Service products). In coordination with these activities, council will investigate the need to protect space for passenger transport on its road corridors. In the medium to longer term, council will engage with early adopting autonomous transport service providers to investigate the potential provision of more affordable mobility choices.*

Figure 10 Strategic Directions Supporting Public Transport

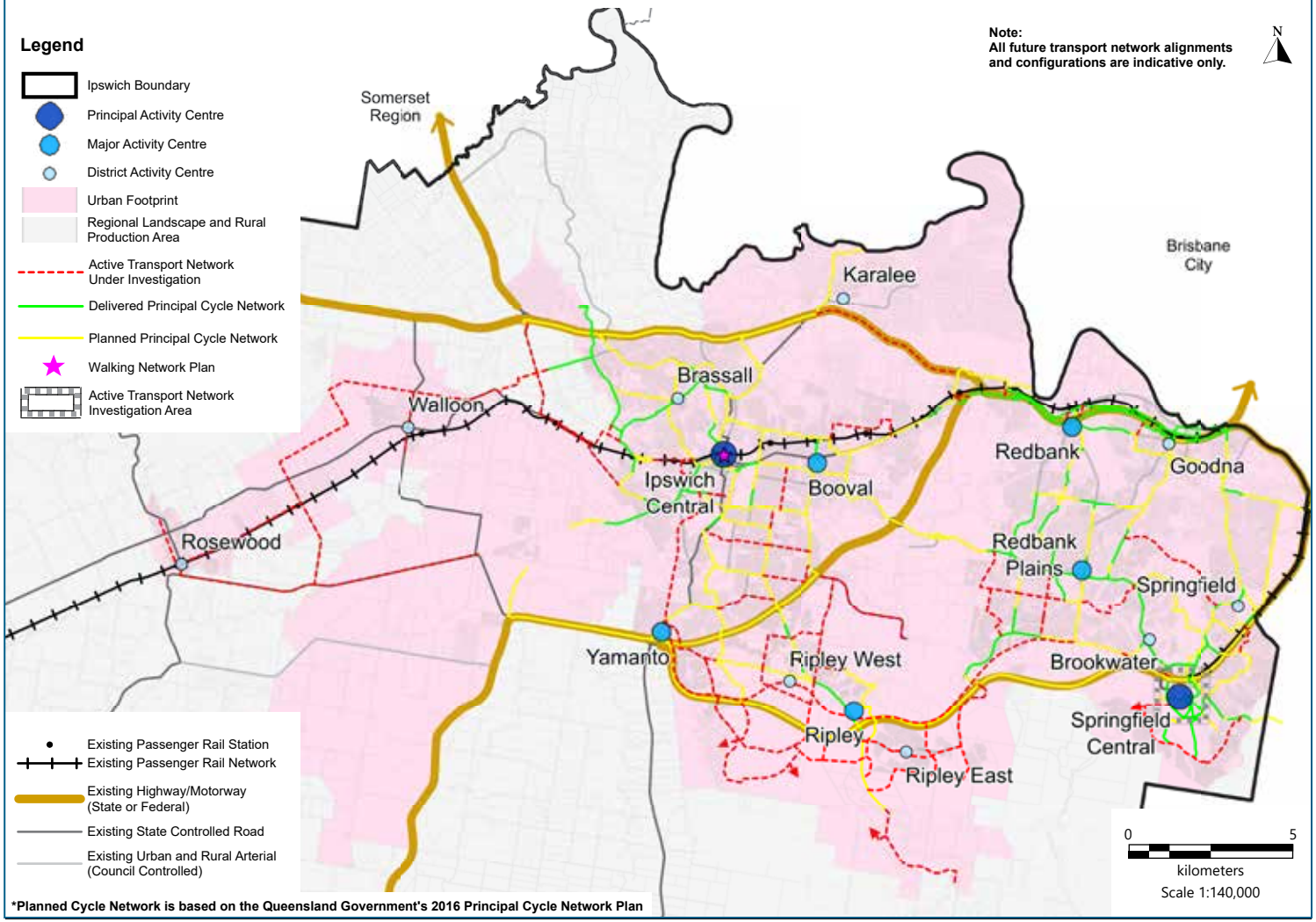


Connected | Vibrant Places | Inclusive | Healthy and Well | Climate | Financial Responsibility and Risk

Improve local footpath and active transport network connectivity *through the planning, design and delivery of dedicated and physically separated cycling infrastructure and the completion of missing links as part of the Principal Cycle Network. This also includes the provision of missing links and local footpath connections which bring together residents and visitors to local destinations within our suburbs.*

We will integrate e-mobility into council policy, planning and design and deliver infrastructure that supports all ages and abilities, active neighbourhood hubs and active communities.

Figure 11 Strategic Directions Supporting Active Transport



*Planned Cycle Network is based on the Queensland Government's 2016 Principal Cycle Network Plan

Connected Productive Healthy and Well Climate

Resilience Financial Responsibility and Risk

Engaging and working with the community, businesses, government agencies and stakeholders to proactively ***change our travel behaviour and manage travel demand****. This includes encouraging and incentivising travel outside of peak times. This may involve exploring initiatives that better support flexible workers who choose to work at home or in their local area (e.g. through working hubs in local centres), shifting short-medium range trips from car to sustainable modes, or enhancing day-to-day network operational management (e.g. through network capacity, demand management or technology initiatives).*

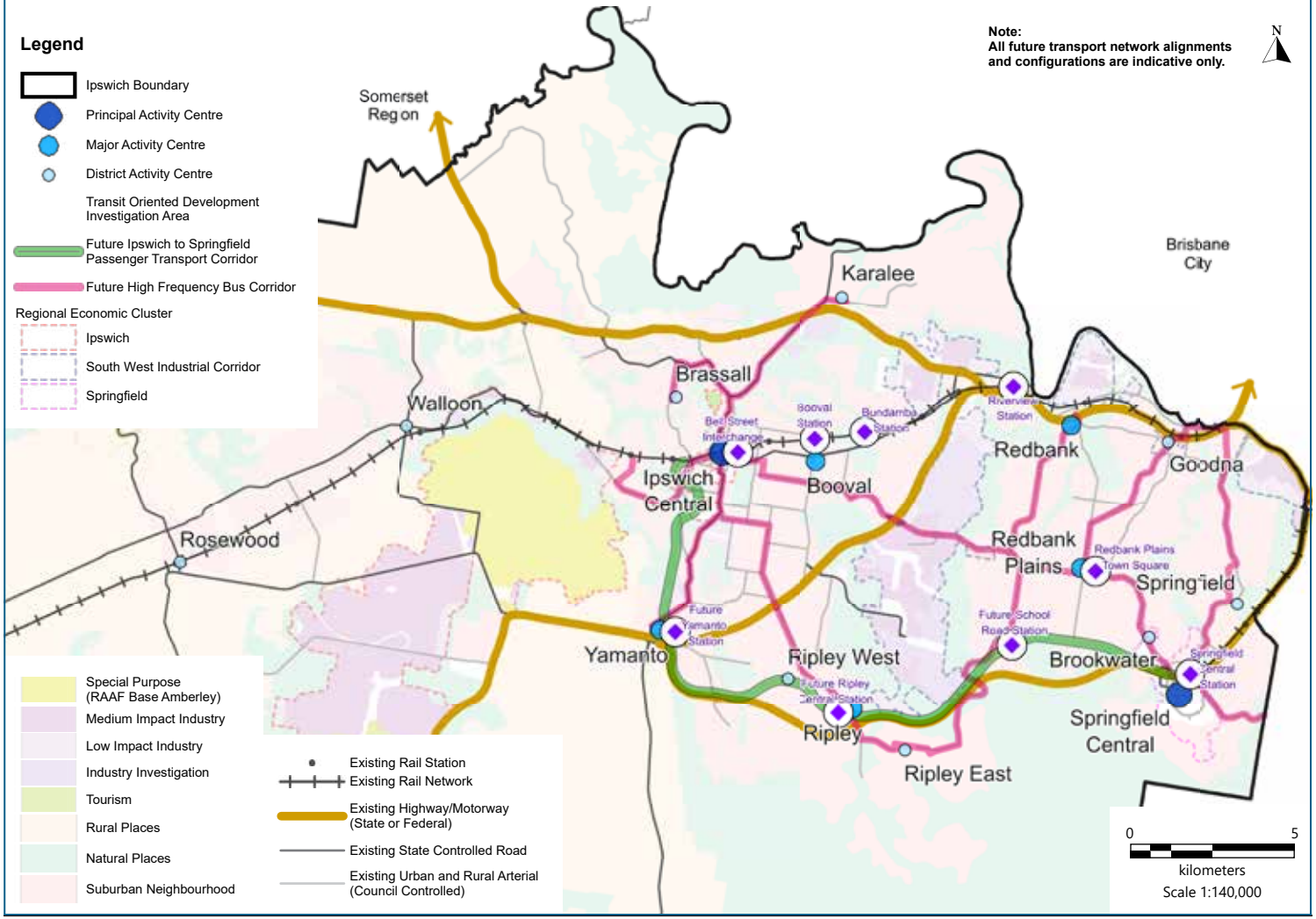
6.2 SUPPORT COMPLETE NEIGHBORHOODS

Connected · Vibrant Places · Productive · Inclusive · Healthy and Well · Leadership · Financial Responsibility and Risk

> *Incentivise and **encourage growth near transit and existing infrastructure**, and reimagine stations as walkable, activated precincts for people orientated around transport hubs. Where new greenfield growth is required, link growth areas and travel demand management to intercept entrenchment of car dependency. Council will utilise the opportunity presented by the Ipswich City Plan 2025 to influence changes to state-led precincts and growth areas to achieve more transit-oriented and walkable community outcomes.*

A built form more focused around existing road and public transport infrastructure could mean greater utilisation of existing assets for longer and reducing the need for significant investment in new infrastructure. With greater access to local amenities it can result in greater local social and economic activity and reduce the need to travel longer distances for daily lifestyle and service needs. It can also mean a reduction in urban development footprint, resulting in less environmental impacts.

Figure 12 Strategic Directions Supporting Complete Neighbourhoods



Connected | Vibrant Places | Productive | Safe and Secure | Healthy and Well | Nature

> ***Create vibrant and amenable activity centres*** *through placemaking and urban realm enhancements to transport spaces and taking a long-term, place-based planning approach to ensure the desired balance of movement and place are 'future proofed' in centres.*

It is important that these centres have plans in place that clearly define a full suite of transport planning, policy, infrastructure, and service initiatives that support the unique needs and requirements of each activity centre as a place. Critically this includes the active and public transport networks and initiatives (e.g. priority infrastructure) that will provide attractive and reliable sustainable access to and between centres through the long term, address freight and logistics needs, and minimise congestion where possible.

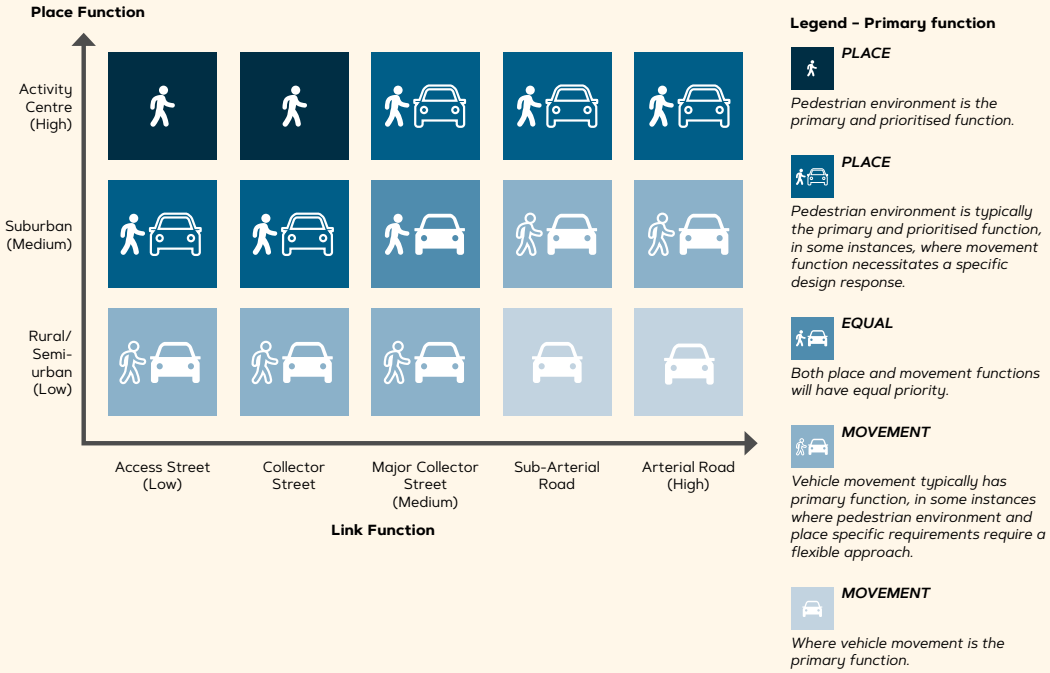
Analysis of future transport scenarios suggests that if we don't act now, future-proofing sustainable transport in crucial locations will only become more challenging and less feasible. This could lead to more cars, causing congestion in busy areas where expanding roads is too expensive and disruptive. Closing this gap in current planning is critical to preserving and enhancing the long-term vitality and social and economic activity of Ipswich's major activity centres.

The iGO Parking Action Plan sets broad direction in regard to kerbside management to support place-based outcomes. This plan, alongside TMR's newly released Movement and Place Policy and Movement and Place Practitioner Guidance could be drawn upon to guide these planning activities.

Figure 13 Movement and Place Classifications and their Significance

Movement and Place Concept

Movement and place is a concept that seeks to maximise the integration of transport with the surrounding built and natural environments, and with the values of users and local communities. Through the integration of transport and urban planning principles it seeks to balance the network's function of moving people and goods with the role of transport in supporting social and economic activity, and environmental outcomes. In our major activity centres, it provides a framework to determine a suite of transport initiatives that consider the long-term vision and unique needs for each place. This includes determining the desired balance of road space allocation for each place and different transport modes.



6.3 SUPPORT ECONOMIC GROWTH AND ACTIVITY

Connected Productive Leadership Financial Responsibility and Risk

Council will engage and collaborate with business, industry, and other levels of government to achieve the following outcomes:

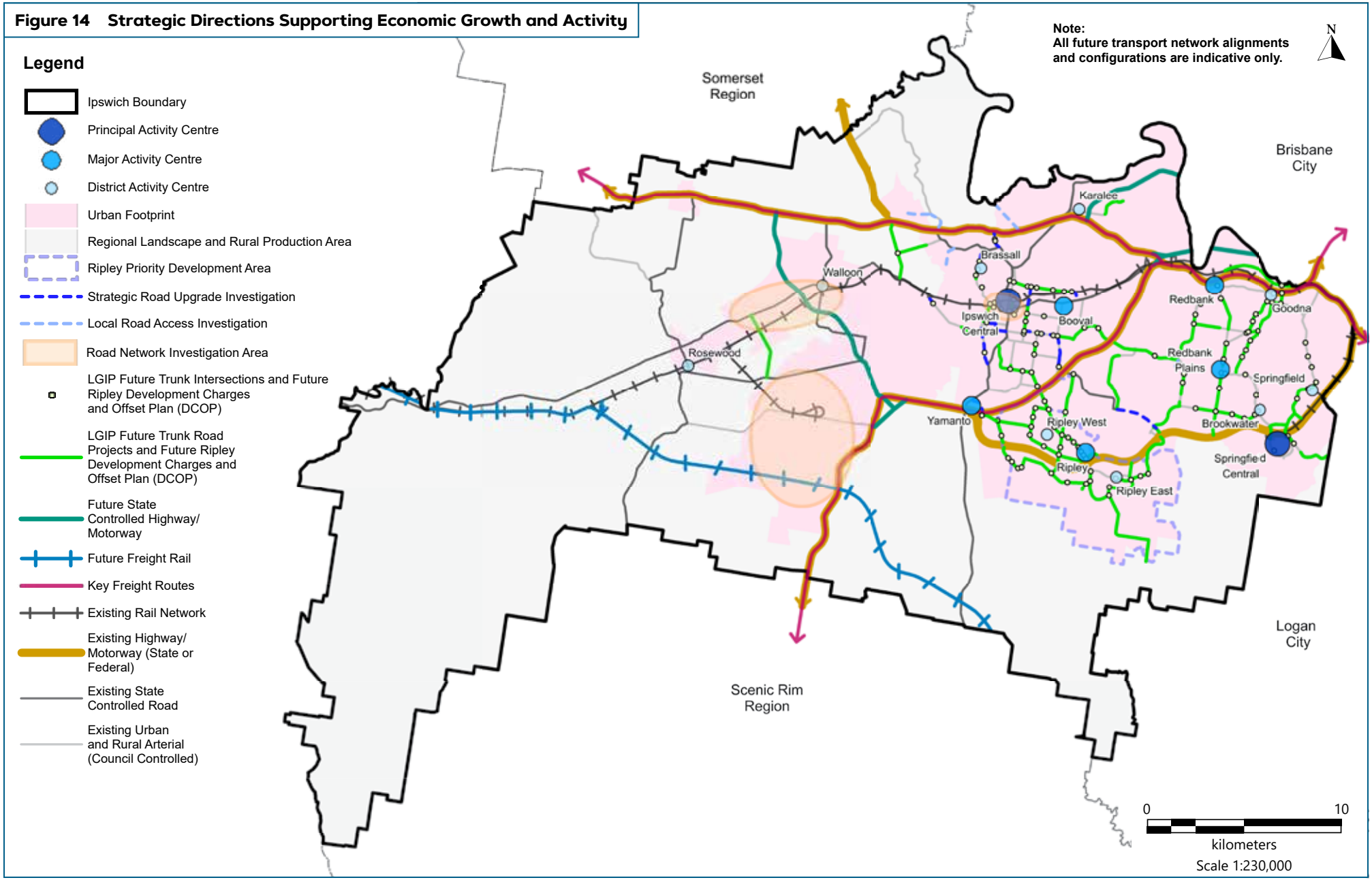
- *Improve the experience, reliability and legibility of the transport system for residents, businesses and the visitor economy.*
- *Ensure council infrastructure meets the unique needs of freight customers, including to current and significant planned freight precincts.*
- *Support a freight modal shift from road to rail.*
- *Manage freight movements during peak periods and away from high amenity areas.*
- *Support sustainable development through delivery of the Local Government Infrastructure Plan (LGIP) and Ripley Valley Priority Development Area Development Charges and Offset Plan (DCOP).*

The LGIP and DCOP are tasked with delivering infrastructure to meet the future growth and transport needs of the city. As part of the iGO Strategy, an iGO Road Network Action Plan will be developed to support the refinement of the LGIP, to ensure alignment with the iGO Strategy vision and to deliver sustainable infrastructure solutions in response to growth across Ipswich. The iGO Strategy and LGIP will work together in creating inclusive and equitable infrastructure for all.

A significant portion of Ipswich's current and planned enterprise and industrial areas are strategically located in proximity to the motorway network, with dependence on the local network generally for the 'last mile' to sites within these precincts. Achieving a mode shift to rail, via the Ebenezer Intermodal Terminal planned to provide access to the federal government's inland rail, would reduce dependence on a constrained strategic road network, provide more resilience in the freight movement market, and better support long term economic productivity in the area.

As relevant, council can support new and emerging technology solutions that contribute to improving efficiency of freight transport for both urban logistics and heavy freight movements. For urban deliveries by delivery vans, cars, bicycles and other vehicles constantly moving goods around, technology initiatives such as smart routing and smart parking solutions, supported by intelligent transport systems (that can provide real-time updates on current traffic flows) could help make the industry more efficient and sustainable.

Figure 14 Strategic Directions Supporting Economic Growth and Activity



6.4 CREATE SAFER AND MORE EQUITABLE OUTCOMES FOR USERS

Inclusive · Healthy and Well · Leadership · Financial Responsibility and Risk

***Evolve council planning and design practice to address the needs of people with a mobility or physical disability**. We will consider the needs of less confident transport users alongside the confident and work towards intergenerational equity through the practical application of universal design and by embedding the principles of, and guidance for, Disability Discrimination Act 1992 (DDA 1992) and Disability Standards for Accessible Public Transport on all transport infrastructure planning, design and operation activities.*

Vibrant Places · Safe and Secure · Healthy and Well · Financial Responsibility and Risk

***Enhance focus on personal security and perceptions of safety** of transport places and spaces for a range of user groups through increasing passive surveillance and lighting, maintaining infrastructure to a high standard, keeping our streets clean and providing greater physical separation between pedestrian, bicycle and vehicle facilities.*

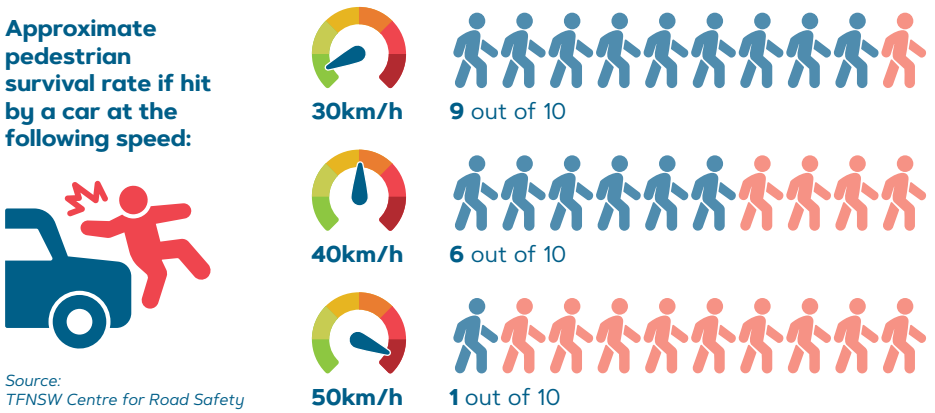
Vibrant Places · Safe and Secure · Financial Responsibility and Risk

***Address road safety** through a combination of technology and traditional levers, such as speed and traffic management measures in high crash or high activity areas, while continuing to deliver the Safe System approach.*

Council will act to ensure that we are ready to support a greater roll out of transport technology with proven safety benefits. This may include a range of 'readiness activities' such as further testing and feasibility investigations, updates to policies and road infrastructure standards and raising awareness of initiatives within the community. We will also review and evolve our safety practices in accordance with the internationally adopted Safe System Framework to ensure we continuously perform our role in minimising safety risks to the community.

Speed limits are one key lever for council to reduce risk of harm to our community and visitors, particularly in high activity areas. Evidence presented by Transport for New South Wales (TFNSW) Centre for Road Safety indicates that the chances of a pedestrian surviving being hit by a car at 50km/h is 10%. This is compared to 60% when hit at 40km/h, and 90% when at 30km/h. The roll-out of safer speed zones as part of the revitalisation of Ipswich Central is a good example of how council has improved safety for everyone who uses our streets and contributed to the development of a vibrant activity centre.

Figure 15 Approximate Pedestrian Survival Rate by Car Speed



Source: TFNSW Centre for Road Safety

6.5 PROTECT THE ENVIRONMENT AND CREATE A MORE RESILIENT NETWORK FOR FUTURE GENERATIONS

Nature Climate

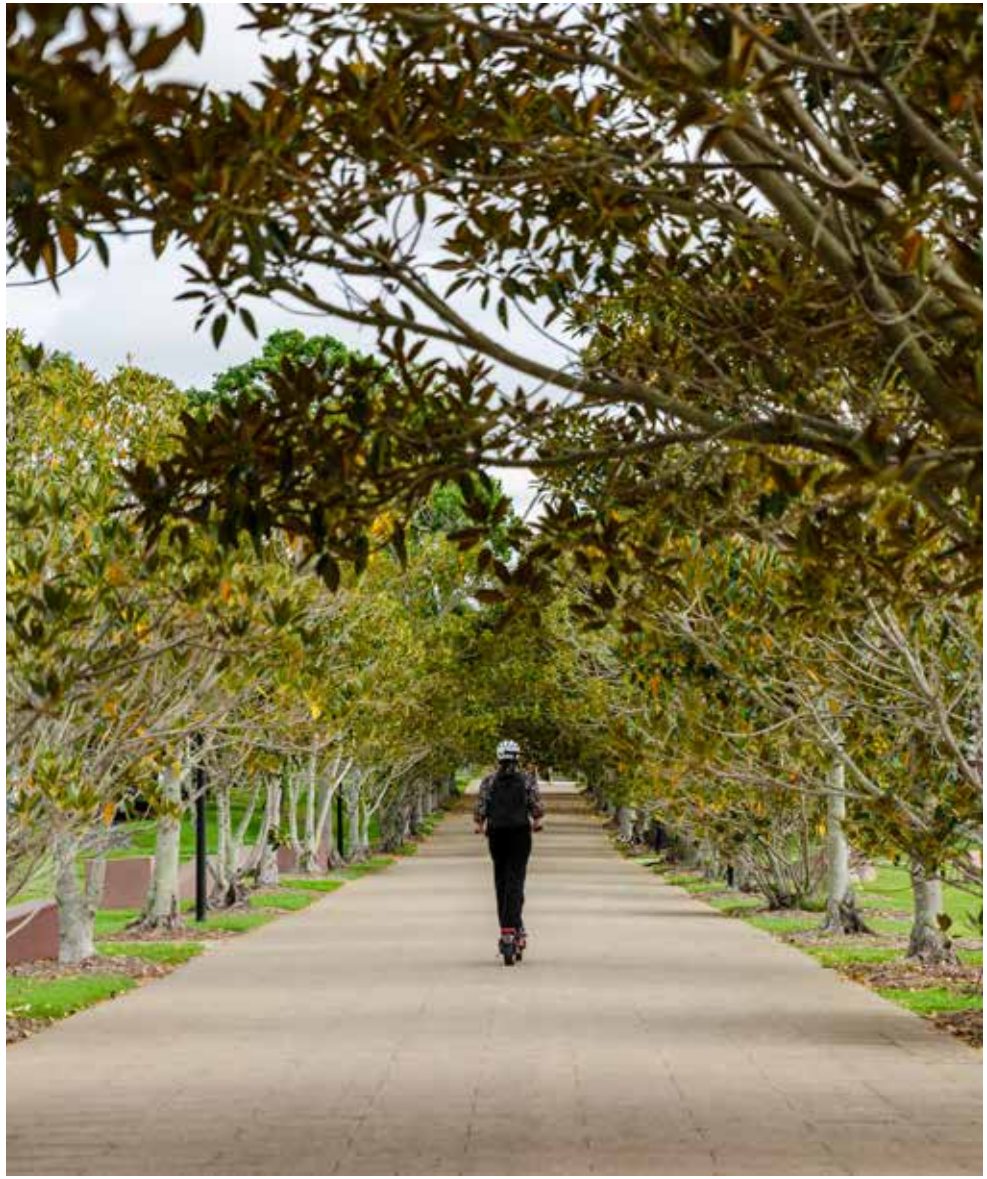
***Evolve our mindset from environmental impact mitigation to nature-positive thinking** through:*

- *Protecting and enhancing the natural environment by avoiding impacts to significant ecological values (threatened ecological communities, flora, fauna and their habitat) wherever possible across transport planning, design and construction activities.*
- *Providing fauna (or 'green') infrastructure where able as part of new transport infrastructure projects and retrofitting at key existing locations in order to reduce fauna-vehicle collisions and improve fauna movement by maintaining and improving ecological connectivity between retained habitat.*

Connected Vibrant Places Safe and Secure Inclusive Nature Climate

***Enhance greening and connection to natural areas and local places** through:*

- *Increasing focus on aligning our active transport networks to blue (water) and green (environmental) networks and those that provide safe community connectivity to key places and centres.*
- *Providing shade and cooling while enhancing amenity and attractiveness of existing networks through urban greening.*



Vibrant Places | Healthy and Well | Nature | Climate

*Council will **work towards the transition to net zero** by supporting the electric vehicle movement. This includes through the facilitation of charging infrastructure and mechanisms that incentivise electric vehicle uptake. Council will reduce its operational carbon emissions through implementation, review and updates to council's Sustainability Strategy and Green Workplace Travel Plan.*

Where possible, council will also work towards the reduction of user and embodied carbon in transport infrastructure. This could involve reducing the scale of proposed road infrastructure and rehabilitation projects, or through using less carbon-intensive construction materials.

Productive | Climate | Resilience | Leadership

***Improve disaster and emergency event resilience and recovery** through:*

- *Delivering initiatives to make a more flood-resilient network and community, such as new and high immunity river crossings. Delivering flood island actions from the Ipswich Integrated Catchment Plan to improve emergency access and safety of the community will be a primary focus.*
- *Collaborating with emergency service providers to identify any initiatives that maximise safe egress of current and planned communities near to high-risk bushfire areas (e.g. Ripley Valley Priority Development Area).*
- *Developing and implementing more robust design and construction specifications for existing and planned infrastructure (using already available materials and methodologies) that is known to be impacted by natural events (e.g. flooding).*

6.6 ESTABLISH AN IMPLEMENTATION FRAMEWORK THAT WILL DELIVER THE VISION

*Council will **develop an iGO Implementation Program** that will provide an agile framework for transport decision-making at a program and project level and assist with resource and advocacy prioritisation.*

*Council will **refine our transport advocacy priorities** in light of the new iGO Strategy objectives, strategic modelling findings and community feedback to ensure they are clear, evidence-based, respond to the current fiscal and political environment and meet the transport needs of the Ipswich community. Priorities will be clearly communicated and form the basis of advocacy to, and collaboration with, state and federal government, including key feedback provided on government planning and funding documents such as the South East Queensland Regional Transport Plan. When considered appropriate, council will consider taking a leadership or partnership role in a transport advocacy projects development in order to contribute to and bring forward its implementation (e.g. as was done for the Ipswich to Springfield Public Transport Corridor).*

*We will **evolve our transport practices and processes**, expanding our movement and place framework to also work towards embedding a 'vision and validate' approach into council transport planning, design and operational practices. This will enable stronger connection between planning intent and delivered outcomes of transport investment and enable 'more with less' when applied at an operational and asset management level.*

*Continue to consider and leverage the opportunities for Ipswich's transport network in the lead up to, during and beyond the **2032 Brisbane Olympic and Paralympic Games**. This includes working with and advocating to state government for local and mass transit solutions, as well as more accessible and more inclusively designed infrastructure.*

***Explore alternative funding mechanisms** with industry, state and federal governments to maximise outcomes for the Ipswich community. Exploration of such mechanisms is critical to provide funding of growing transport infrastructures needs of the community, and to meet continued inflation in the cost of its delivery. These may not be considered in the immediate term, but could include investigation of initiatives such as:*

- *Commercial opportunities within local government road environments, including use of kerbside space (e.g. for electric vehicle charging, micro-mobility, advertising etc).*
- *Designating a nominal percentage of council's annual budget to public transport infrastructure, or a shared funding model for new bus services.*
- *Reviewing relevant transport-related charges and rates (e.g. investigate the implementation of a new infrastructure levy or widening the scope of existing levies, advocate for changes to the LGIP capped charges rate, review parking fees and charges more frequently and consider the ring-fencing of revenue for sustainable transport upgrades and initiatives).*
- *Improving funding sources for priority precincts and growth areas (including state-led) to better support infrastructure and service delivery.*
- *Identifying ways to better leverage external grant opportunities while having regard for council's long term financial sustainability goals where a co-contribution is required.*
- *Other funding opportunities/mechanisms as they arise.*

7. DELIVERY AND MONITORING

7.1 DELIVERY FRAMEWORK

The nature of roles and responsibilities across all levels and agencies of government in delivering transport outcomes is complex. Councils play a key role being the closest of any layer of government to the local community and development industry. However, they only hold a modest proportion of the overall resources and funding required to deliver the infrastructure and services that enable the vision for transport.

Consequently, the **iGO Strategy** identifies at a strategic level how council will work towards achieving the transport vision and where we will focus our resources to deliver outcomes for the Ipswich community.

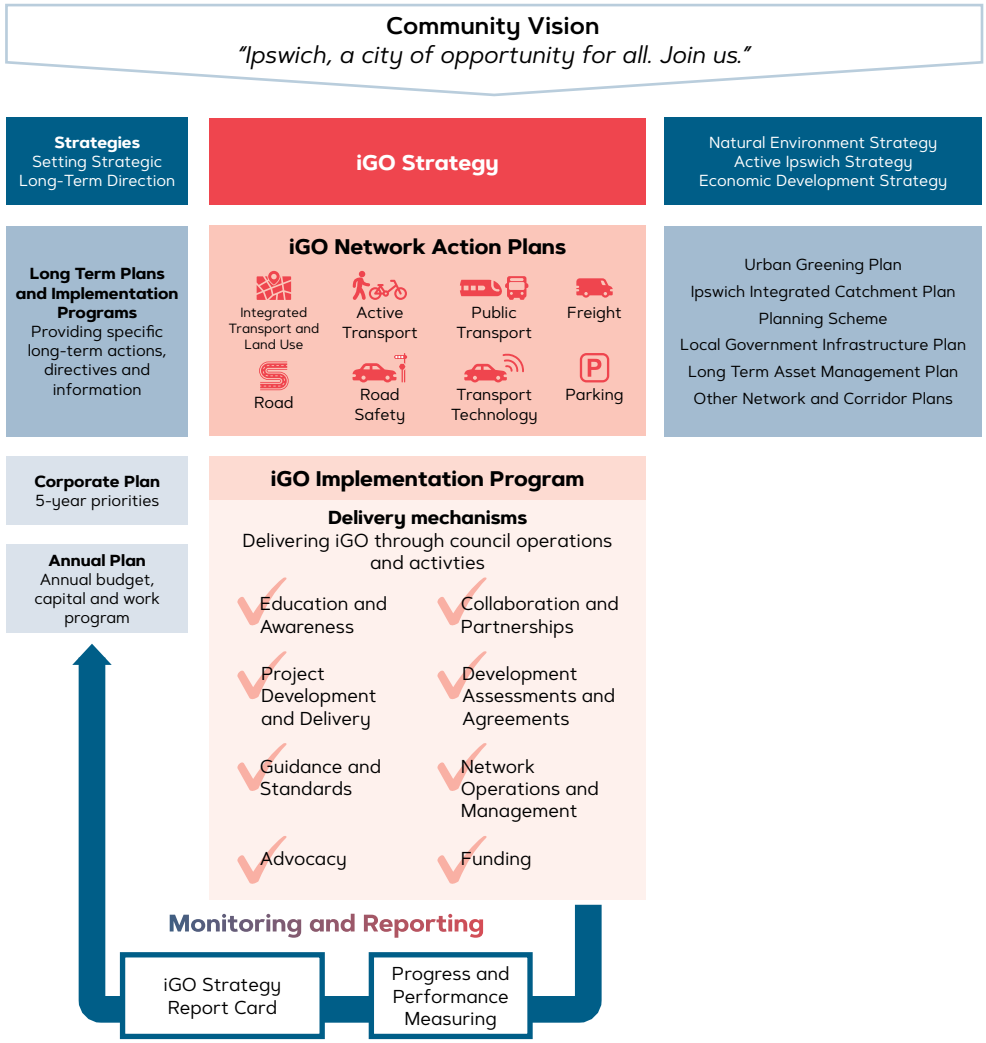
> ***Ipswich City Council is there to support the local community – to plan, deliver, manage and operate the local transport infrastructure and services under their direct control in a co-ordinated manner with industry and other government agencies, and to advocate for investment from state and federal government for infrastructure and services of state and national significance.***

The iGO Strategy planning, delivery and monitoring framework identifies the relationship between the Ipswich community vision defined in iFuture, council's Planning and Performance Framework and how the iGO Strategy is to be delivered and monitored.

Supporting the iGO Strategy are the **iGO Network Action Plans (iGO NAPs)**. The iGO NAPs will continue to play a key role in providing more policy detail, planning and actions for specific transport modes and themes. A series of new and updated iGO NAPs have been identified for development and these will be progressed by council as priorities and circumstances allow.

The **iGO Implementation Program** provides an agile tool to annually prioritise and schedule the iGO NAPs actions into a single program of works that can be delivered within council resourcing and budget, while also being able to respond to external opportunities.

Figure 16 iGO Ipswich Transport Strategy Delivery Framework



7.2 DELIVERY MECHANISMS

Maximising the chances for success in delivering on the iGO Strategy vision and objectives will require council to draw on a range of delivery mechanisms. An overview of key delivery mechanisms is provided in Table 1.
It is important to acknowledge the diverse roles that council play in the execution and use of each mechanism. Council's Traffic and Transport team play a significant role as champions of the iGO Strategy, working with a range of stakeholders, the community and industry across the spectrum of the transport life cycle of planning and policy, design, construction and operation. Council also provides a range of expertise across environment, economics, planning and other areas that have shaped the development of the iGO Strategy and will need to be drawn upon in its delivery.

Table 1 Key Delivery Mechanisms Overview

Mechanism	Overview
People focused | Council will collaborate with, engage and influence a range of community and stakeholder groups and representatives to achieve the aspirations of the iGO Strategy.	
Advocacy	Often targeted at the need for state and federal government investment support for state and nationally significant transport infrastructure or services – such as for the Better Bus Network for Ipswich or the Ipswich to Springfield Central Public Transport Corridor. When done well, advocacy seeks to influence at various levels of government (from officers to decision-makers) and provides an avenue for community involvement.
Collaboration and Partnerships	The practice of working and partnering with others across all layers of government and the community is a key influence lever and enabler of success for the iGO Strategy. This includes with local residents and businesses, industry, and transport technology or service providers.
Education and Awareness	Delivering better outcomes doesn't always need to rely on new or upgraded infrastructure and services. Education and awareness programs and initiatives targeted at influencing the travel behaviour of customers can be used to achieve more sustainable transport outcomes.
Plans, processes, and other resources | Council will move towards evolving their transport practices and processes to enable stronger connection between planning intent and delivered outcomes of transport investment.	
Project Development and Delivery	Project development and delivery is a core process through which council can ensure that the desired outcomes for transport are delivered 'on the ground'. This requires project teams to ensure that the iGO Strategy vision and objectives are considered in developing projects – from defining project objectives, to options development and assessment, scoping, benefits estimation and realisation, and investment decision-making.
Development Assessments and Agreements	An important aspect of ensuring that the development industry is doing their part in delivering on requirements set out in the Planning Scheme, including for transport. This includes the development of any required infrastructure agreements between council and developers, as they provide an equitable model for delivery and funding of appropriate local transport infrastructure.
Network Operations and Management	Council already owns and manages a significant network of road and transport assets. Reviewing and improving how this network operates and is managed, to more closely align with the strategic direction set by the iGO Strategy, is another lever at council's disposal. Importantly, it is another lever under direct council control and can quite often lead to 'quick win' solutions that do not require as much capex investment as solutions involving new/upgraded infrastructure.
Guidance and Standards	Council maintains a range of standard technical specifications and guidelines which are drawn upon by industry and practitioners when carrying out a range of transport activities. Reviewing and updating such material, or introducing new material, helps council to continue to define and evolve what contemporary best practice looks like, whilst providing the opportunity to align to and enable the iGO Strategy.
Funding	The full suite of infrastructure and services required to realise the iGO Strategy vision and objectives represents a multi-billion-dollar program that requires drawing on a range of funding sources and methods to deliver. Council will need to identify innovative ways to 'do more with less', prioritise investment more effectively, secure significant funding support from state and federal governments (beyond existing commitments and grants) and explore alternative funding mechanisms in order to deliver the iGO Strategy Vision.

7.3 MEASURING SUCCESS

The key iGO Strategy monitoring and reporting mechanism will be an iGO Strategy Report Card that will be developed on an annual basis. The report card will identify progress against the iGO Strategy vision and objectives, by measuring progress against a series of indicators and metrics annually.

The indicators, metrics and data sources identified were selected based on their strength in alignment to the iGO Strategy objectives and the ease, availability and cost of data gathering and analysis.

Table 2 iGO Strategy Reporting Measures and Data Sources

	Objective	Indicator	Metric	2023 Baseline	2030 Milestone	2035 Target
Vibrant and Growing	**Connected**	Accessibility	Proportion of residents living within 20 minutes of Ipswich Central and Springfield Central by car	87.24% within 20 minutes of Ipswich Central 62% within 20 minutes of Springfield Central	Increase	Increase
			Public transport trips accessing Ipswich Central and Springfield Central	Total weekday trips ending in Ipswich Central: 27,887 Average daily weekday trips ending in Ipswich Central: 1,268 Total weekday trips ending in Springfield Central: 40,275 Average daily weekday trips ending in Springfield Central: 1,831	Increase	Increase
	Vibrant Places	Liveability	Liveability index	53 out of 100	58 out of 100	62 out of 100
	Productive	Council trunk network connectivity and performance	Average speed along key routes	Route 1 – Hooper St – Toongarra Rd N. West = 38.42kph* Route 2 – Hooper St – Toongara Rd S. East = 33.14kph Route 3 – Mary St – Redbank Plains Rd/Jones Rd East Bound = 43.04kph Route 4 – Mary St – Redbank Plains Rd/Jones Rd West Bound = 47.25kph Route 5 – Jones Rd – Sinnathamby Boulevard/Main St South Bound = 41.96kph Route 6 – Jones Rd – Sinnathamby Boulevard/Main St North Bound = 39.85kph Route 7 – Sinnathamby Boulevard/Main St – USQ South Bound = 29.76kph Route 8 – Sinnathamby Boulevard/Main St – USQ North Bound = 30.16kph Route 9 – Springfield Greenbank Arterial North Bound = 23.60kph Route 10 – Springfield Greenbank Arterial South Bound = 31.49kph Route 11 – Redbank Plains Rd/Jones Rd – Queen/Mill St North Bound = 30.90kph Route 12 – Redbank Plains Rd/Jones Rd – Queen/Mill St South Bound = 36.81kph Route 13 – Formation St – Old Logan Rd South Bound = 42.69kph Route 14 – Formation St – Old Logan Rd North Bound = 41.77kph Route 15 – Alice/Albert St – Alice St/Old Logan Rd West Bound = 29.37kph Route 16 – Alice/Albert St – Alice St/Old Logan Rd East Bound = 28.57kph Route 17 – Hooper/Brisbane St – Burnett St North Bound = 22.50kph Route 18 – Hooper/Brisbane St – Burnett St South Bound = 22.36kph Route 19 – South Station Rd/Robertson Rd – South Station Rd/Brisbane Rd North Bound = 26.38kph Route 20 – South Station Rd/Robertson Rd – South Station Rd/Brisbane Rd South Bound = 28.64kph	Minimal increase in network congestion	Minimal increase in network congestion

*Kilometres per hour

	Objective	Indicator	Metric	2023 Baseline	2030 Milestone	2035 Target
Safe, Inclusive and Creative	**Safe and Secure**	Transport safety	Number of serious and fatal injury incidents on local government roads per 100,000 people (5 year rolling average)	139 (2022 baseline)	Decrease in Fatalities and Hospitalisation	Decrease in Fatalities and Hospitalisation
	Inclusive	Infrastructure accessibility	% DDA compliance of bus stops	53%	70%	100%
	Healthy and Well	Active transport network connectivity	% total PCN delivered (km)	31.24% (Figure currently based on the 2016 PCNP network and will be updated when a new PCNP network is endorsed by State Government.	45% of Priority A routes identified in the 2021 Priority Route Maps	60% of Priority A routes identified in the 2021 Priority Route Maps
Natural and Sustainable	**Nature**	Urban greening	Tree canopy coverage in transport reserves in 'growth fronts' and 'established areas'	Percentage of tree cover within road reserves in Growth Fronts: 24.34% Percentage of tree cover within road reserves in Established Areas: 28.00%	Net increase in tree cover in established areas and monitor in growth fronts	Net increase in tree cover in established areas and monitor in growth fronts
	Climate	Carbon emissions	Increase in number of public electric charging stations in Ipswich	22	Increase in number of public electric charging stations in Ipswich	Increase in number of public electric charging stations in Ipswich
	Resilient	Climate event resilience	Delivery of the Ipswich Integrated Catchment Plan flood island investigation actions	0 actions completed	3 actions by 2030	6 actions by 2035
Trusted and Leading	**Leadership**	Advocacy outcomes	Investment from State and Federal Government outlined in Queensland Transport and Roads Investment Program (QTRIP) and Passenger Transport Operator Payments Western Region	$144.50 – Yr 1 QTRIP investment per capita, 4 year average (2019–2020 to 2022–2023) $109.68 – Passenger Transport Operator Payment per capita (urban bus only), 4 year average (2019–2020 to 2022–2023)	Increase in Ipswich LGA comparable to other LGAs	Increase in Ipswich LGA comparable to other LGAs
	Financial Responsibility and Risk	Fiscal Responsibility and accountability	Delivery of LGIP	2% links 1% intersections	31% links* 32% intersections	59% links* 67% intersections

**subject to the link or intersection meeting the Desired Standards of Service intervention levels*

Ipswich Transport Strategy 2025

City of Ipswich

Ipswich City Council
PO Box 191, Ipswich QLD 4305, Australia

Phone (07) 3810 6666
council@ipswich.qld.gov.au
Ipswich.qld.gov.au

Join us online:

/IpswichCityCouncil
/ipswich-city-council
/IpswichCityCouncilTV