

2021

City of Ipswich

Recreational Cycling and Walking Action Plan

Community Engagement Report





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INTRODUCTION

In July 2020, Ipswich City Council (council) developed the Recreational Cycling and Walking Action Plan (RCWAP). Council engaged with the Ipswich community in early 2021 to inform the development of the Action Plan. The content of the RCWAP is based upon meaningful and representative community-wide and staff engagement, supported by best practice engagement principles and practices.

There were two engagement phases throughout the project, with each building on and refining the previous. Direct engagement with council officers occurred between September and October 2020. Online engagement of the broader community occurred in March and April 2021.

Approximately 10,000 people were informed of the project, providing them with direct opportunities to participate. A key consideration that may have impacted the level of engagement include the impacts of the COVID-19 pandemic, which is likely to have reduced interest and participation from vulnerable cohorts who were disproportionately affected by the lockdowns and economic downturn. As a result, the engagement team implemented a targeted paid promotion to mitigate this.

Council analysed community perspectives, concerns and values to understand what matters to them and what they want the future of recreational cycling and walking in Ipswich to look like. This Community Engagement Report outlines the approach and detailed results of the community engagement program that supported the development of the RCWAP.

METHODOLOGY

Quantitative and qualitative data were collected from participants during each engagement phase, following the council's Information Privacy Policy. Quantitative data was downloaded from the various digital platforms and transcribed into a master Excel database by project staff. The data was cleaned, de-identified, aggregated and charted in the master database. During the public engagement phases, the demographic representativeness of participants was tracked against Ipswich's community profile (using the 2016 census data where applicable) for five demographics – age, gender, cultural background, division and connection to Ipswich. Targeted communications and promotional strategies such as paid social media advertising were used to increase participation.

Qualitative data were gathered through digital platforms (e.g. surveys, mark the map, comment tools) and recorded. Verbatim statements were recorded as much as practically possible to improve accuracy. Data were cleaned, de-identified and aggregated in a master Excel database. The frequency of emerging themes was tabulated and ranked. Frequently emerging themes and issues were prioritised for consideration when amending and finalising the plan.



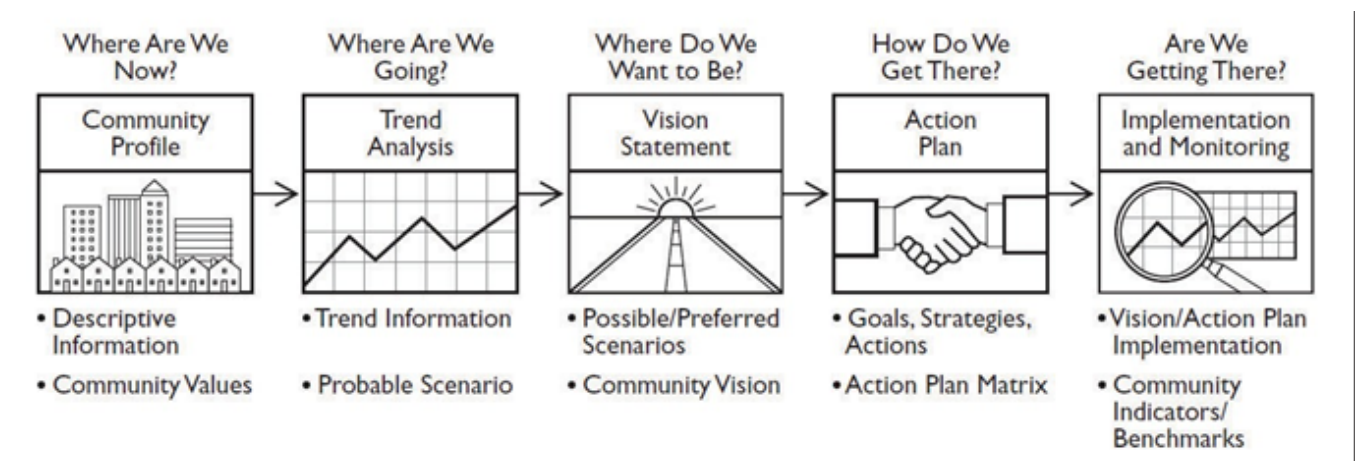
ENGAGEMENT APPROACH

Best practice community engagement principles and practices underpinned the engagement program. A summary of the engagement approach for each phase of the project is below:

OVERVIEW OF RCWAP COMMUNITY ENGAGEMENT PROGRAM 2020-2021

PROJECT PHASE	FORM OF ENGAGEMENT	ACTIVITIES	TIMING
Project planning and research	Inform	Project and engagement planning; Baseline data/descriptive information	September-October 2020
Stage 1 – Community engagement	Inform Consult Involve Collaborate	Community-wide and staff engagement with an online survey, mark the map and comment tool	March-April 2021
Phase 2 – Council staff engagement on draft action Plan	Inform Consult	Community-wide and staff engagement on draft Recreational Cycling and Walking Action Plan	July-December 2021
Reporting	Empower	Council decides on the plan	February 2022

The New Oregon Model also underpinned the engagement program for Community Visioning. This model is widely used in Australia (and internationally) to guide community visioning processes in communities undergoing rapid population growth, which Ipswich is experiencing and is projected to experience over the next 20 years.



ENGAGEMENT ACTIVITIES

PHASE 1 – DATA GATHERING WITH THE COMMUNITY AND STAFF REPRESENTATIVES

The broader community and their representatives together with council staff were engaged in this phase, which ran from March to April 2021.

Community consultation was conducted online via Councils Shape Your Ipswich platform.

An outline of the project and its purpose was provided to participants before the engagement to bolster informed participation.

The online Shape Your Ipswich engagement included the following elements:

- A survey with detailed questions about current and future walking and cycling activities, barriers and preferences for recreational walkers, cyclists and non-walkers or non-cyclists.
- An interactive Mark the Map tool for respondents to leave a pin and a comment. Separate comments for walk like, walk issues, walk new idea, cycle like, cycle issue and cycle new idea could be made.
- Quick Question tool where participants could leave their response to the question: What is the most important factor that would influence your decision to walk or cycle for recreation?
- Social media promotions to create awareness of the survey.
- A media release was sent out on two council news platforms including Ipswich First and The Wire.

COVID-19 restrictions during this phase meant that most engagements were delivered digitally. At the end of the phase, a briefing on the results was provided to elected representatives and the ELT. The data from this engagement phase (detailed in Appendix 2) was used to refine the action plan in line with community sentiment and draft the RCWAP for the second round of community-wide consultation on the draft RCW Action Plan.

PHASE 2 – COMMUNITY-WIDE CONSULTATION ON THE DRAFT RCWAP

Community participants and elected representatives were directly engaged in this phase. The purpose of the engagement was to socialise the draft plan and gain feedback on it.

Engagement methods for this phase included digital engagement on Shape Your Ipswich – a survey and open comment tools. The community and council staff were engaged through a survey (digital and paper-based). The data from this engagement phase (Appendix 3) was used to finalise the RCWAP.

COMMUNICATIONS

Council-based and commercial communications and promotional tools were utilised at each phase to increase awareness of, and participation in the RCWAP.

ENGAGEMENT PHASE	COMMUNICATIONS AND PROMOTION CHANNELS
1. COMMUNITY-WIDE ENGAGEMENT ON RECREATIONAL CYCLING AND WALKING	<p>Council-owned/operated:</p> <ul style="list-style-type: none">▪ Ipswich First▪ Council's Facebook page▪ Shape Your Ipswich▪ EDMs (targeted at community groups, associations and networks)▪ Intranet article <p>Commercial:</p> <ul style="list-style-type: none">▪ Targeted social media and Google ads
2. COMMUNITY-WIDE CONSULTATION ON DRAFT RECREATIONAL CYCLING AND WALKING ACTION PLAN	<p>Council-owned/operated:</p> <ul style="list-style-type: none">▪ Targeted group discussions and meetings

PARTICIPANTS

Shape your Ipswich received 627 contributions from community members between March and April 2021. The project reached at least 10,000 community members, providing them with a direct opportunity to participate.

Respondents had three ways to provide their response:

- A survey with detailed questions about current and future walking and cycling activities, barriers and preferences for recreational walkers, cyclists and non-walkers or non-cyclists.
- An interactive Mark the Map tool for respondents to leave a pin and a comment. Separate comments for walk like, walk issues, walk new idea, cycle like, cycle issue and cycle new idea could be made.
- Quick Question tool where participants could leave their response to the question: What is the most important factor that would influence your decision to walk or cycle for recreation?

The below table shows a breakdown of participation by engagement phase:

SHAPE YOUR IPSWICH TOOL	TOTAL PARTICIPANTS
1. Survey	123
2. Mark the Map	456
3. Quick question	50
SOCIAL MEDIA	TOTAL PARTICIPANTS
1. Relevant social media contributions	234

The participant's age, gender, cultural background, division and relationship to Ipswich is shown in the graphs below (Figures 1-5). Comparisons to Ipswich's total population proportions are made where applicable. Some participants did not elect to disclose their

demographic data during registration for some engagement sessions. As such the representativeness data does not account for the total number of participants.

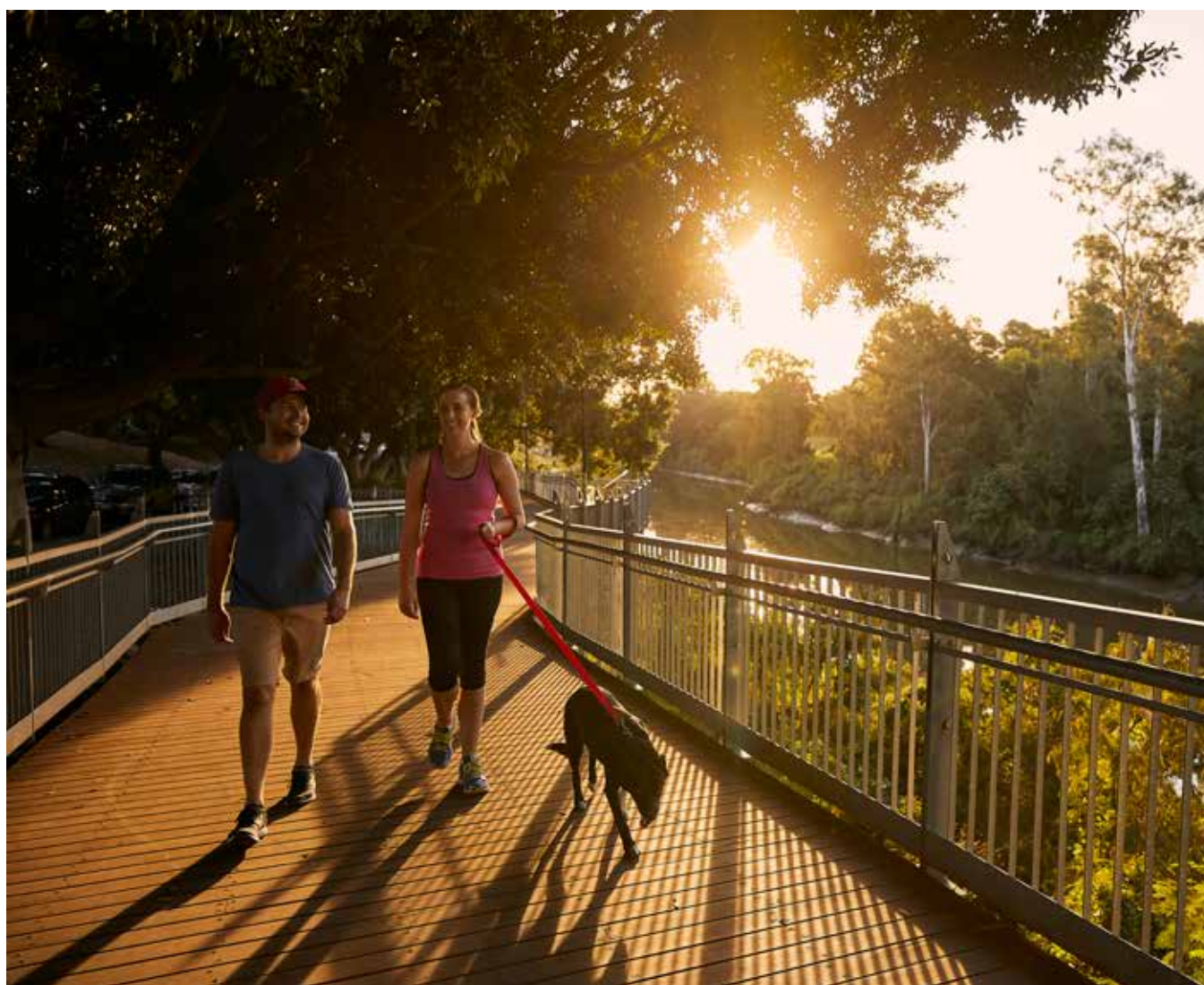
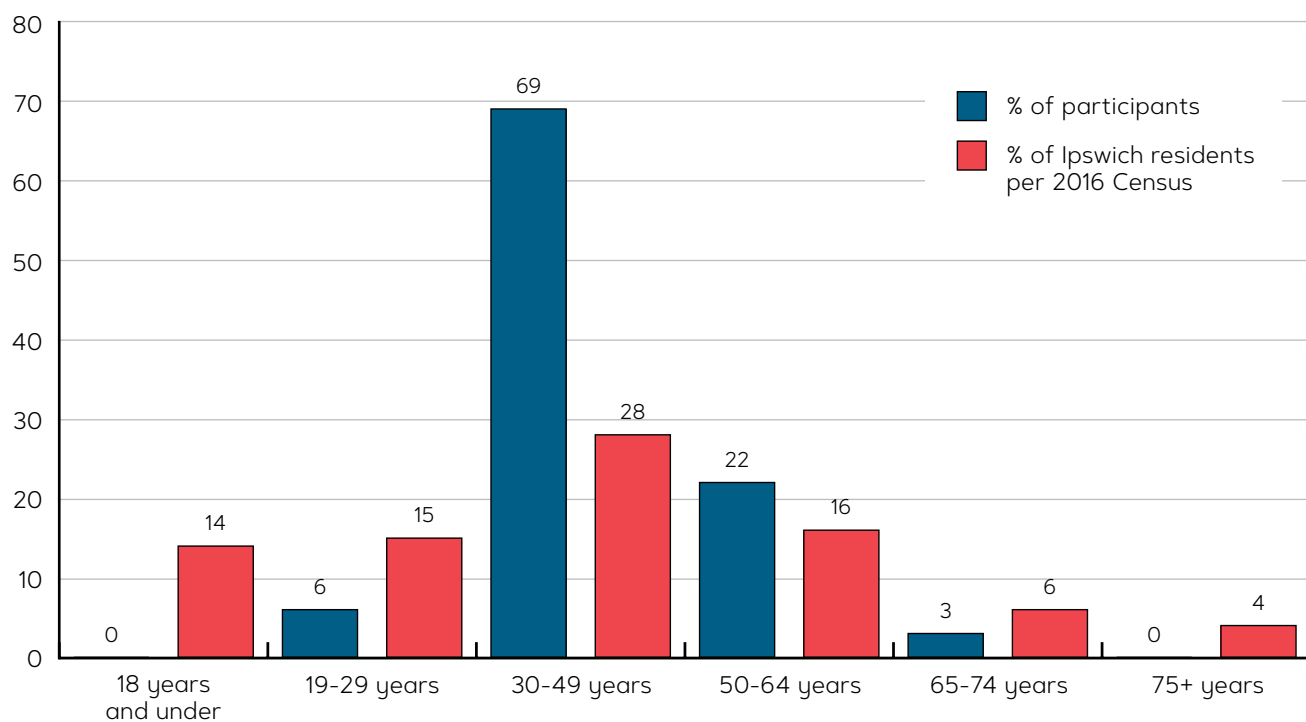
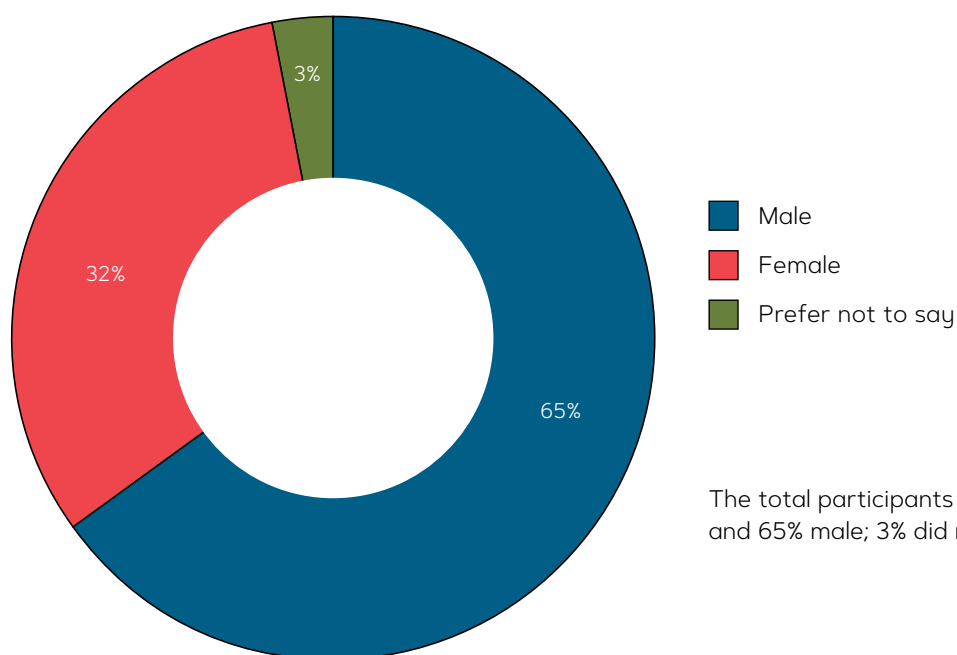


Figure 1: Age representation - total participants (Survey, Mark the Map, Quick Question)



There was no participant 18 years and under, 6% were aged between 19-29 years, 69% were aged between 30-49 years, 22% were aged between 50-64 years, 3% were aged between 65-74 years and 0% were 75+ years.

Figure 2: Participants representation by sex - total participants (Survey, Mark the Map, Quick Question)



The total participants were 32% female and 65% male; 3% did not disclose their sex.

Figure 3: Participation by engagement method and sex – total participants (Survey, Mark the Map, Quick Question)

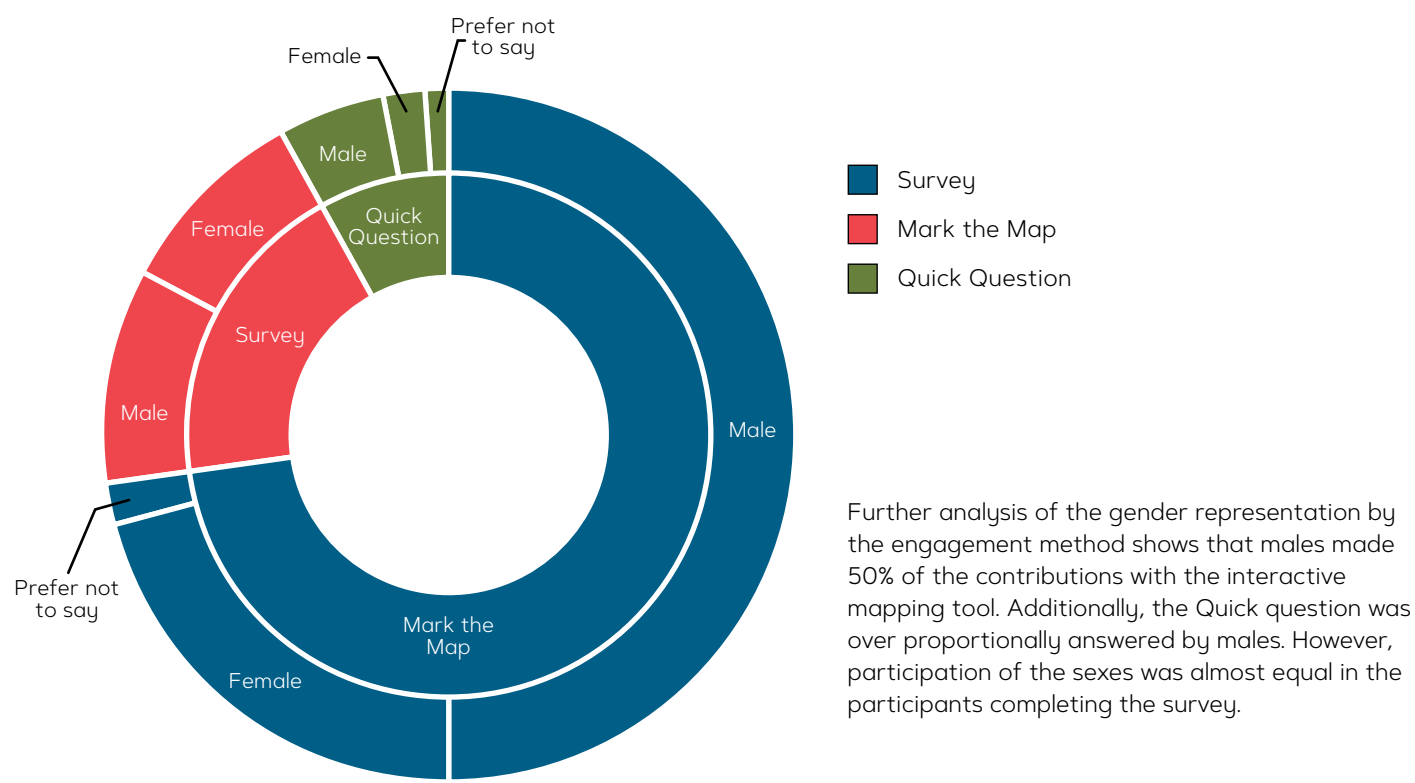
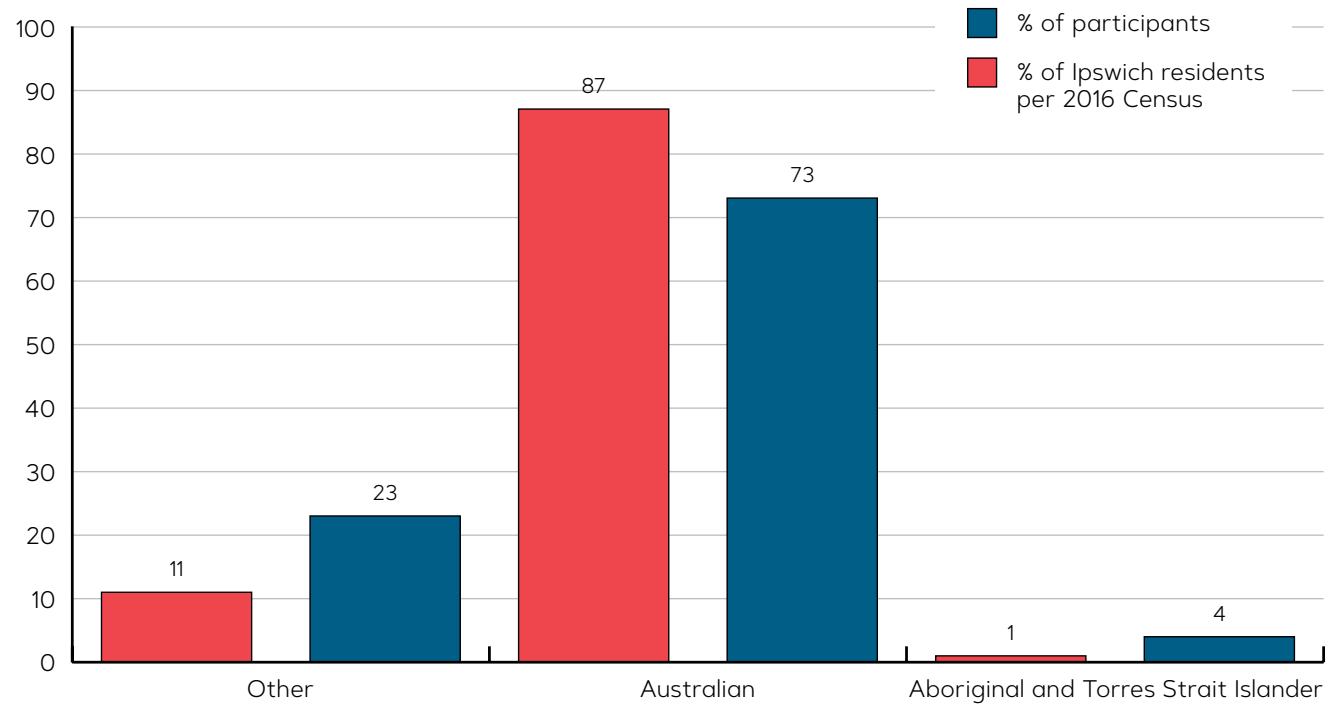


Figure 4: Cultural background – total participants (Survey, Mark the Map, Quick Question)



Analysis reveals 87% of participants identified as having an 'Australian' cultural background, 1% as 'Aboriginal and Torres Strait Islander' and 11% identified as 'Other'.

Cultural backgrounds represented in the 'other' category included:

- American
- Dutch
- English
- Irish
- Maori
- New Zealander
- Scottish
- South American

Figure 5: Divisional representation – total participants (Survey, Mark the Map, Quick Question)

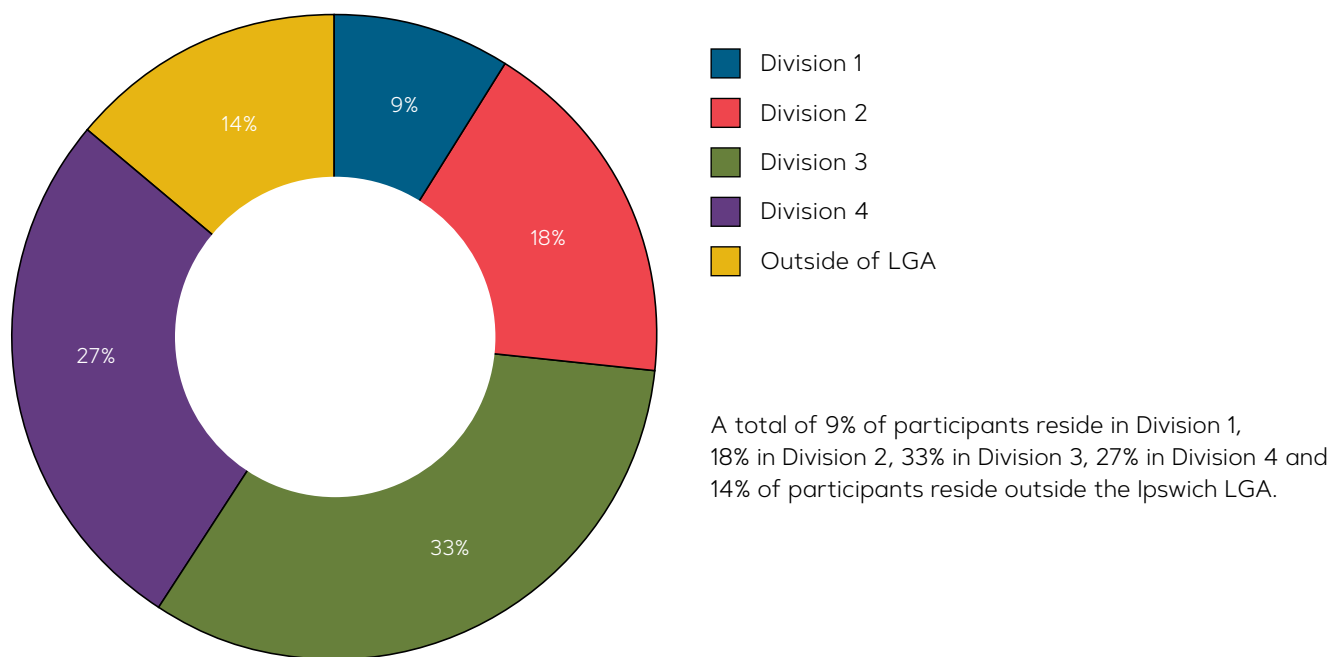
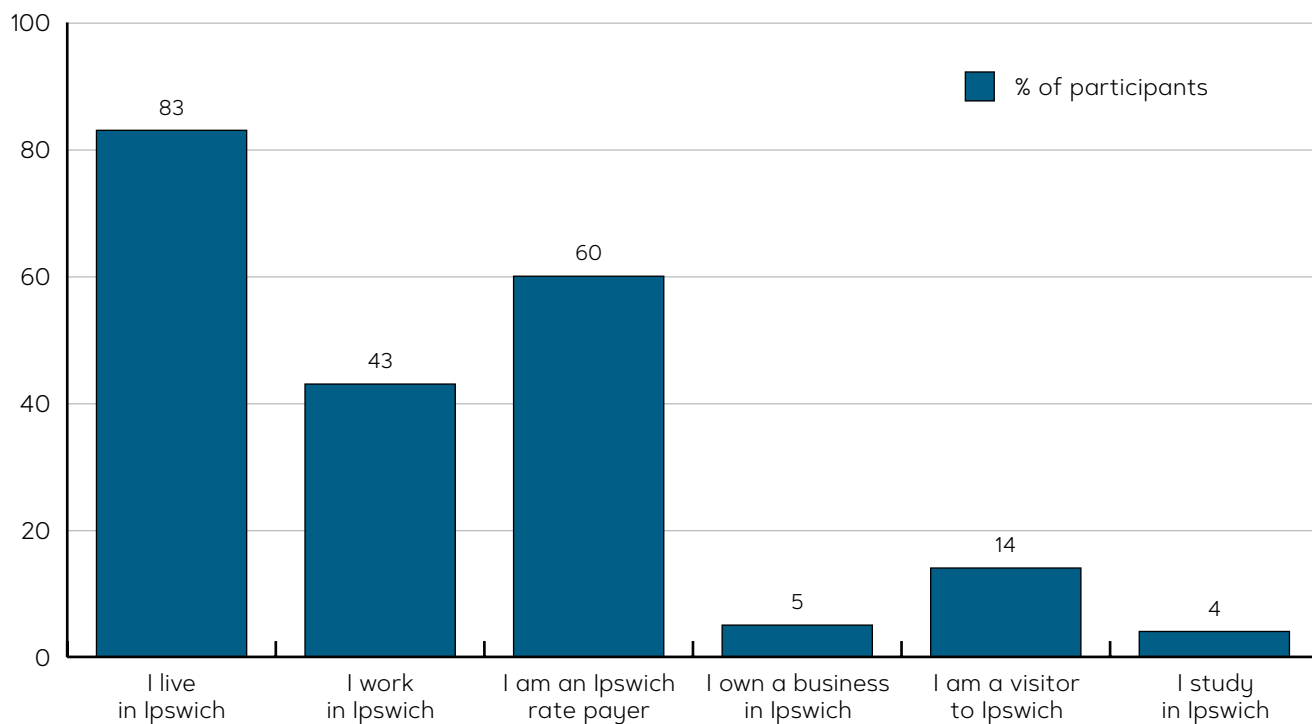


Figure 6: Connection to Ipswich – total participants (Survey, Mark the Map, Quick Question)



Based on the data, 89% of participants live in Ipswich, 46% are an Ipswich ratepayer, 28% work in Ipswich, 17% study in Ipswich, 6% own a business in Ipswich and 5% are a visitor to Ipswich.

ENGAGEMENT FINDINGS

SUMMARY

Walking Community

The following themes are of importance to the Ipswich walking community including:

- more footpaths in residential areas
- more walking paths in parks or along a river
- walking tracks in natural areas with attractive scenery
- a need for safety: from traffic, roaming dogs and crime
- separation of walking pathways from traffic
- more shade and lighting along pathways.

Cycling Community

The following themes are of importance to the Ipswich cycling community including:

- more paths separated from traffic
- new designated cycling lanes on roads
- new/upgraded cycling paths in residential areas
- more and continuous cycling paths
- new/upgrades cycling trails and off-road tracks in natural areas with attractive scenery.

Non-walkers and non-cyclists

The following themes are of importance to the Ipswich non-walkers and non-cyclists including:

- a need for safety: from traffic, roaming dogs and crime
- more lighting and visibility along pathways
- attractive scenery and popularity of a place.

PHASE 1 ENGAGEMENT DATA

SURVEY

During phase 2, the Community and council staff were asked to complete a survey. The survey consisted of 12 questions for walkers, 12 questions for cyclists and two questions for non-walkers and non-cyclists. The questions were to gather information about walking and cycling routines, preferences for walking or cycling environments barriers and enablers to walking and cycling and priorities for infrastructure supporting walking and cycling.

Of the 123 completed surveys, 113 completed the questions relating to walkers and runners. 76 respondents completed the questions relating to cycling, and five completed the non-walker and non-cyclist questions.

Walking and Running

Figure 7: Do you walk/run for health and recreation?

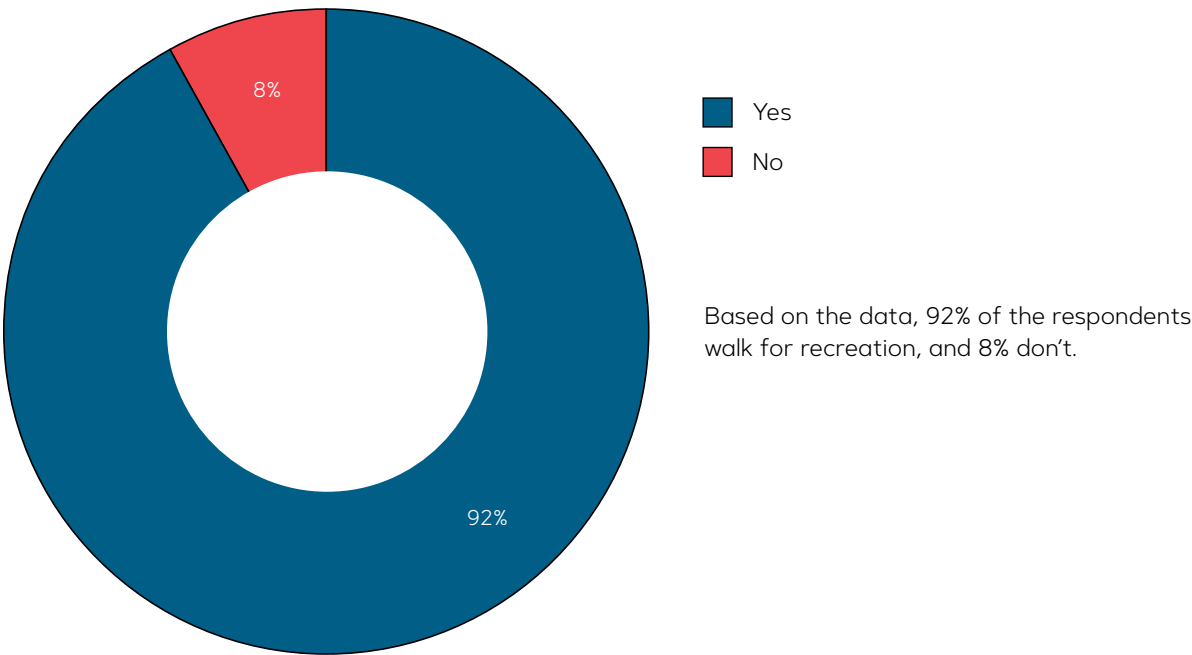
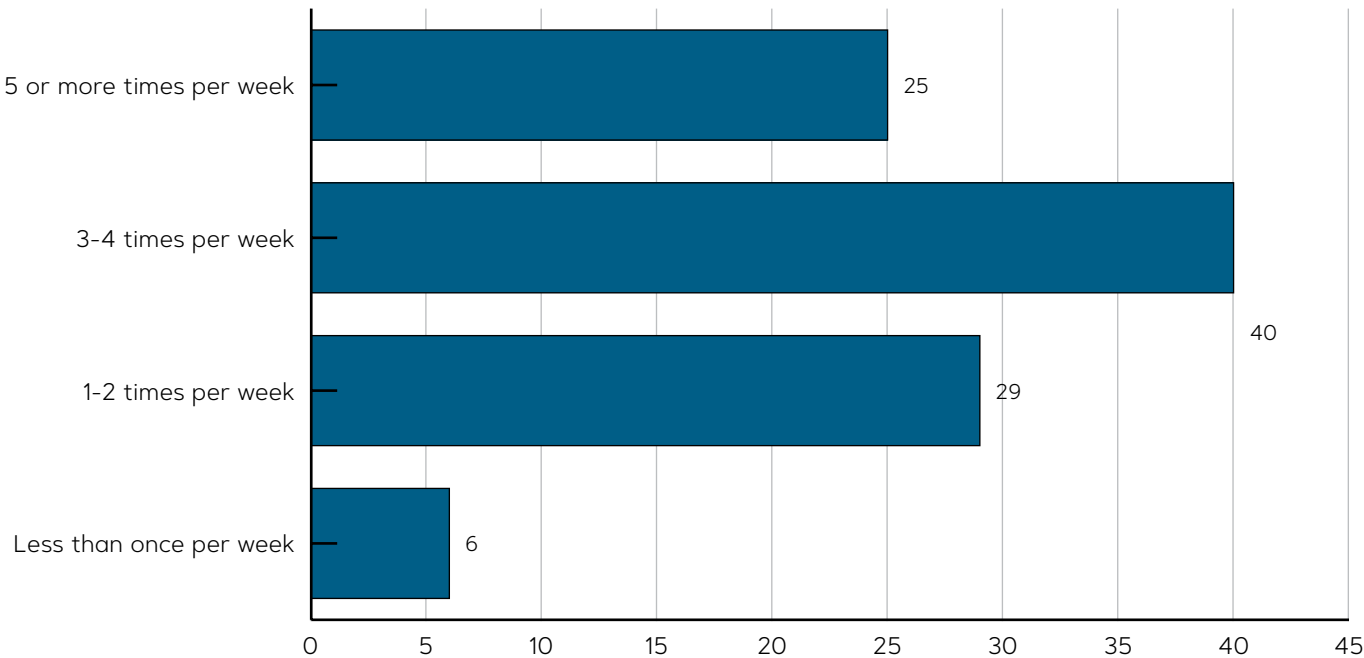
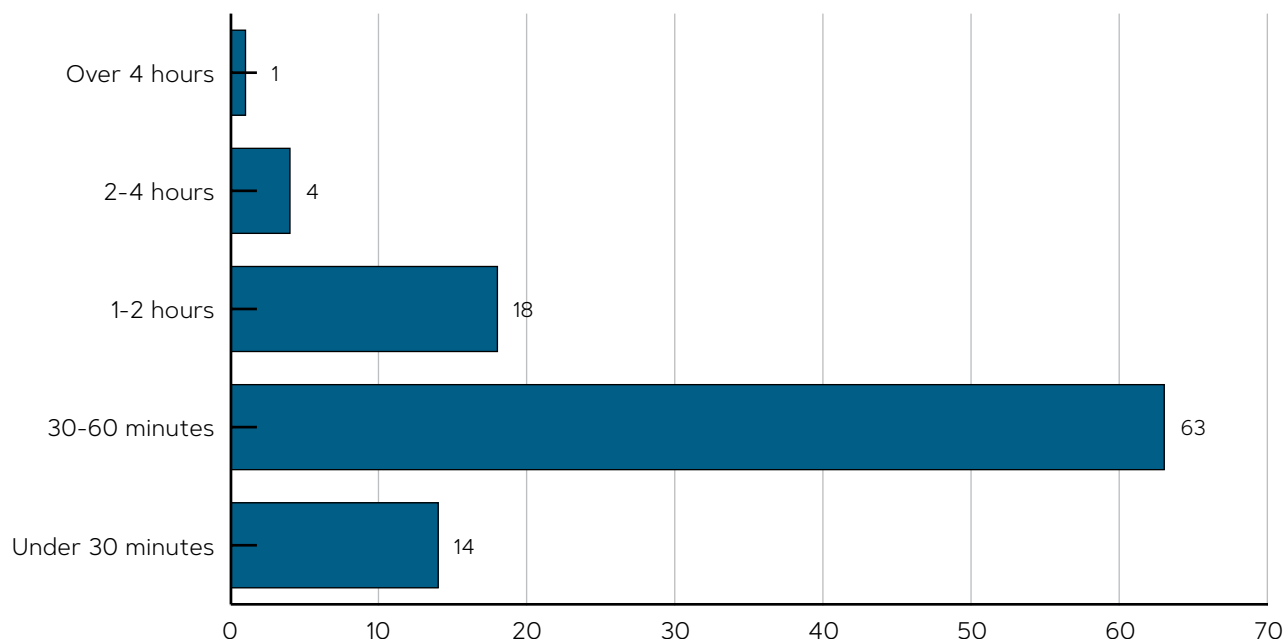


Figure 8: How many times per week do you walk/run for recreation?



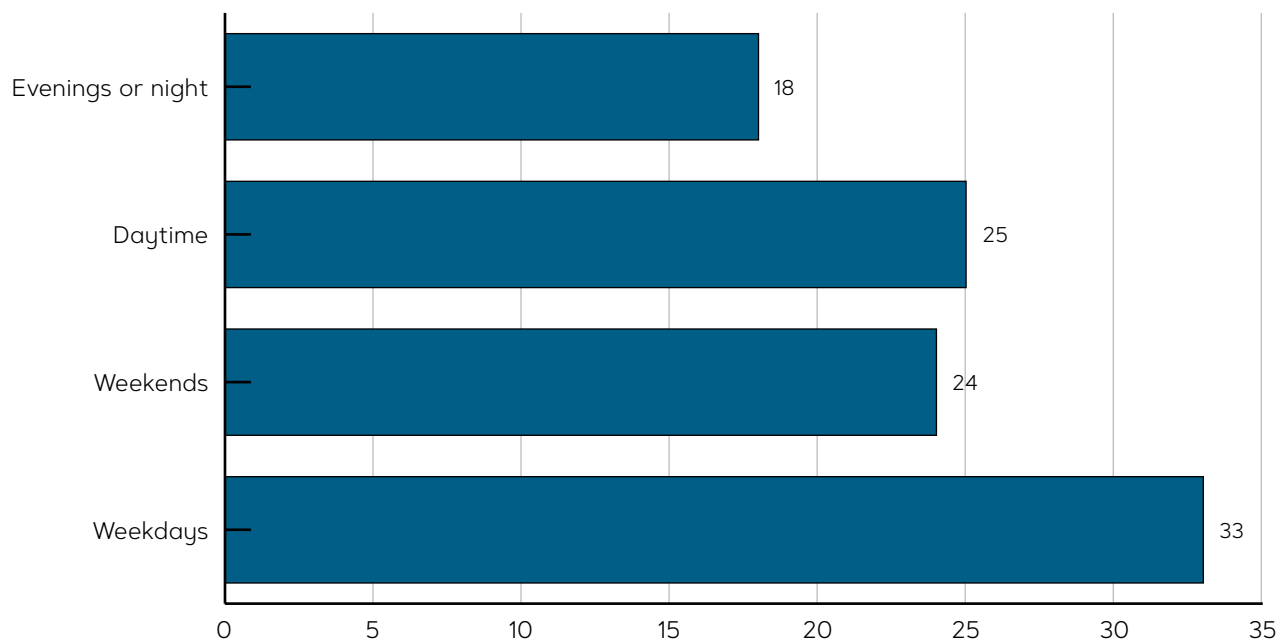
Respondents indicated 6% walk or run less than once per week, 29% walk or run 1 to 2 times per week, 40 % 3 to 4 times per week and 25% walk or run 5 or more times per week.

Figure 9: How long would you usually walk/run for?



Based on the data, 14% of respondents would usually walk or run under 30 minutes, 63% would walk or run for 30-60 minutes, 18% would walk or run for 1-2 hours, 4 % would walk or run for 2-4 hours and 1% would walk or run for over 4 hours.

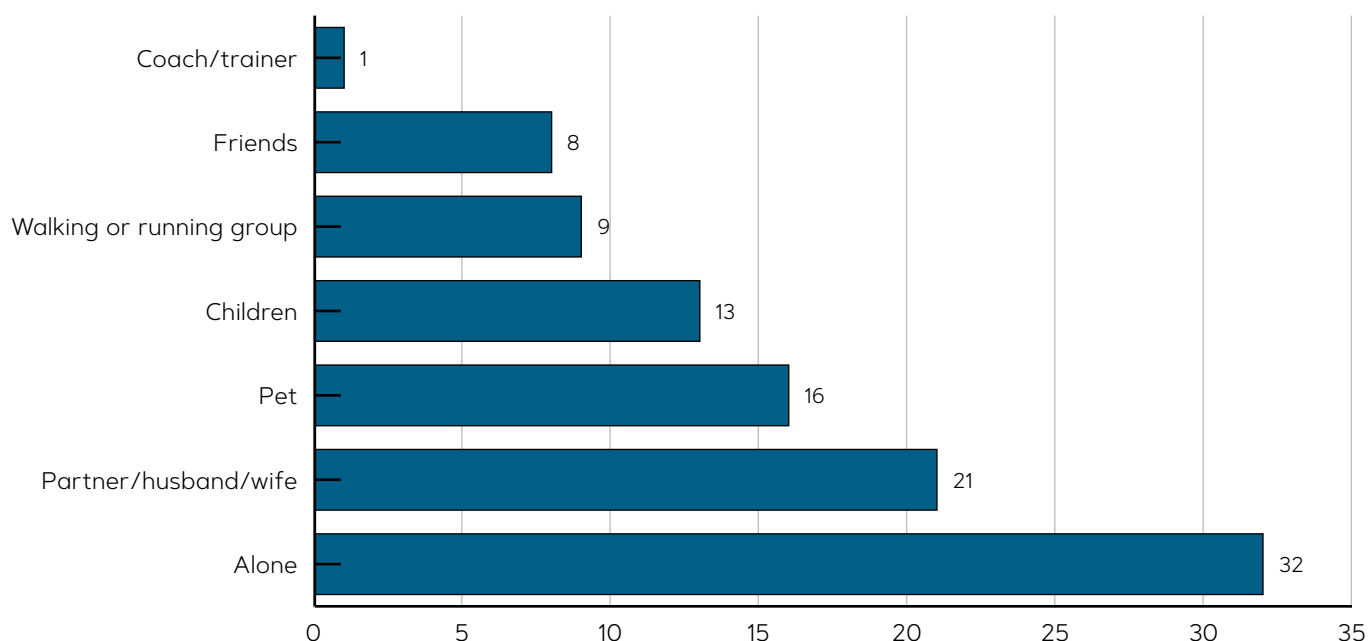
Figure 10: When are you mainly walking or running?



The data shows 33% of respondents would usually walk or run on weekdays, 24% would usually walk or run on weekends, 25% would usually walk or run during the

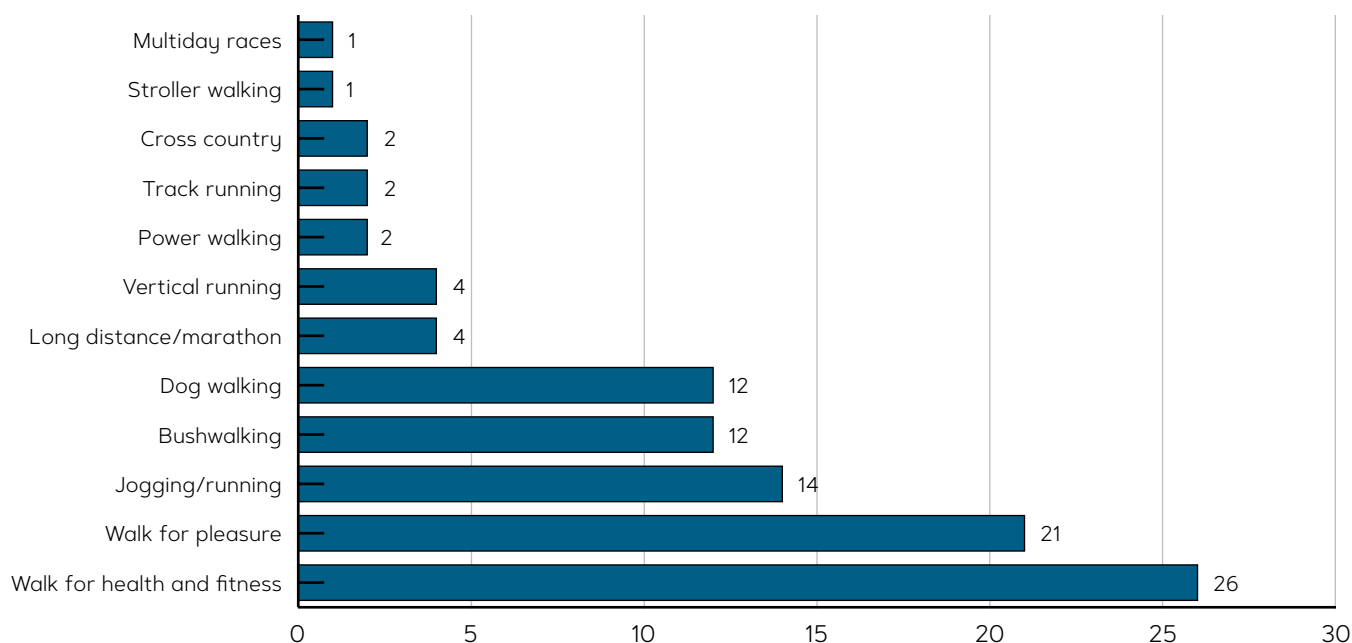
daytime, 18% would usually walk or run in the evenings or at night.

Figure 11: With whom are you going for a walk or run?



The data indicates 32% of the respondents would go alone for a walk or run, 21% would go with a partner, 16% with a pet, 13% with their children, 9% with a walking or running group, 8% with a friends and 1% with a coach or trainer.

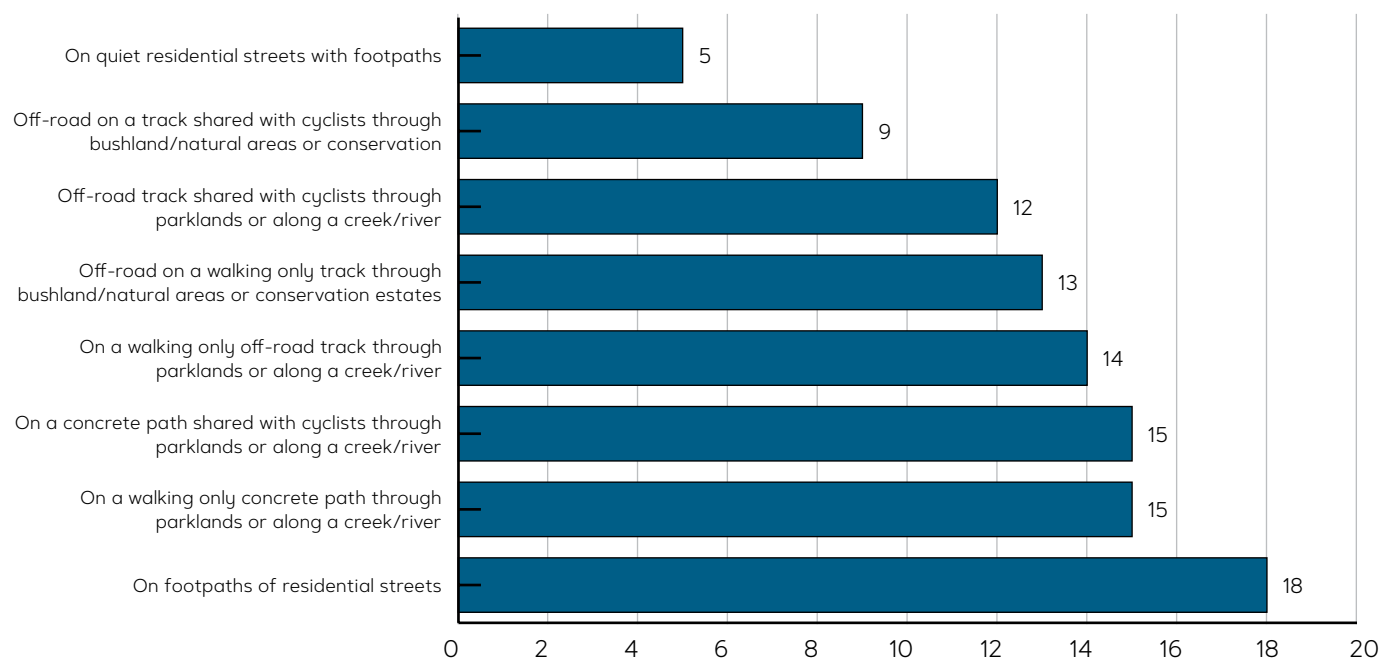
Figure 12: What type of walking/running do you participate



Of the respondents, 26% walk or run for health and fitness, 21% for pleasure, 14% jogging or running, 12% bushwalking, 12% walk a dog, and 4% do long distance or marathon running. Just 4 % participate in vertical running, which includes trail running, mountain running or

sky running—a total of 2% power walk or more vigorous forms of walking. Just 2% participate in track running, 2% in cross-country and 1% in stroller walking, which is often done with a specialised stroller. Only 1% of the respondents participate in multiday races.

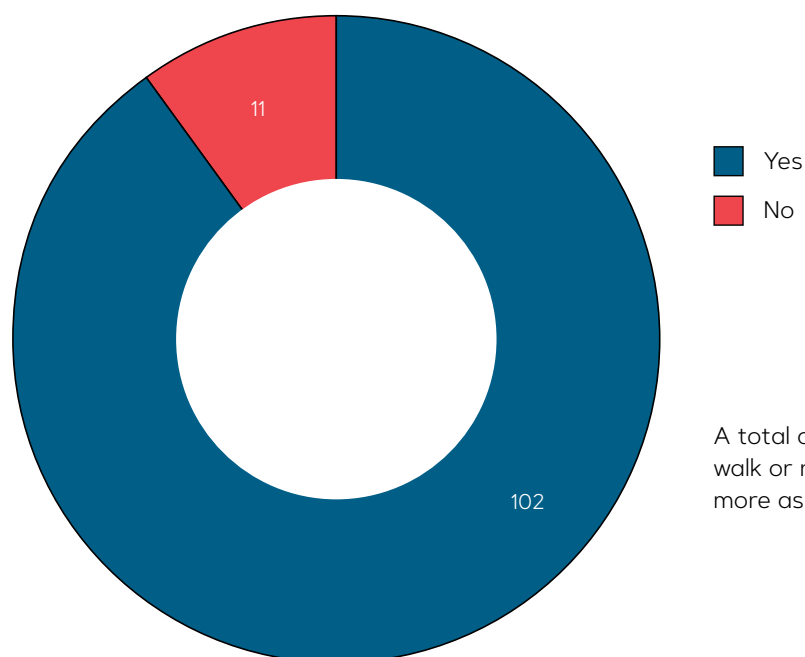
Figure 13: Where do you prefer to walk?



Of the walkers, 16% of the prefer footpaths in residential streets, 15% prefer concrete paths through parklands or along a creek or river, 15% prefer a concrete path shared with cyclists through parklands or along a creek, 14% prefer walking only off-road track through parklands or along a creek. A total of 13% of walkers prefer an

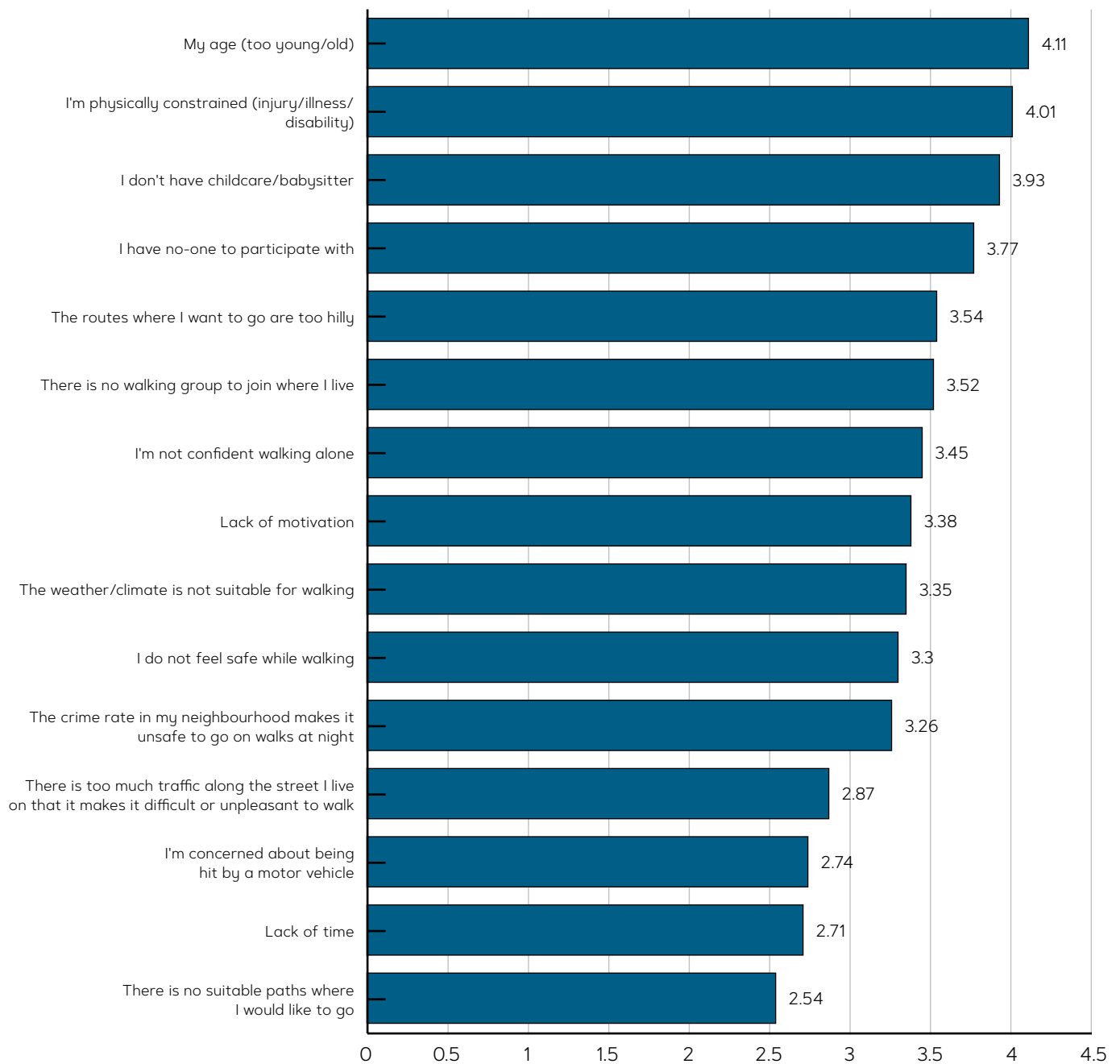
off-road walking only track through bushland or conservation estates and 12% prefer an off-road track shared with cyclists through parklands or along a creek. Just 9% prefer an off-road track shared with cyclists through bushland and only 5% like to walk on quiet residential streets without any footpaths.

Figure 14: Would you like to run or walk more?



A total of 90% of the walkers and runners would like to walk or run more. However, only 10% would not walk or run more as they are currently doing.

Figure 14: What factors prevent you from walking/running (more) for recreation?



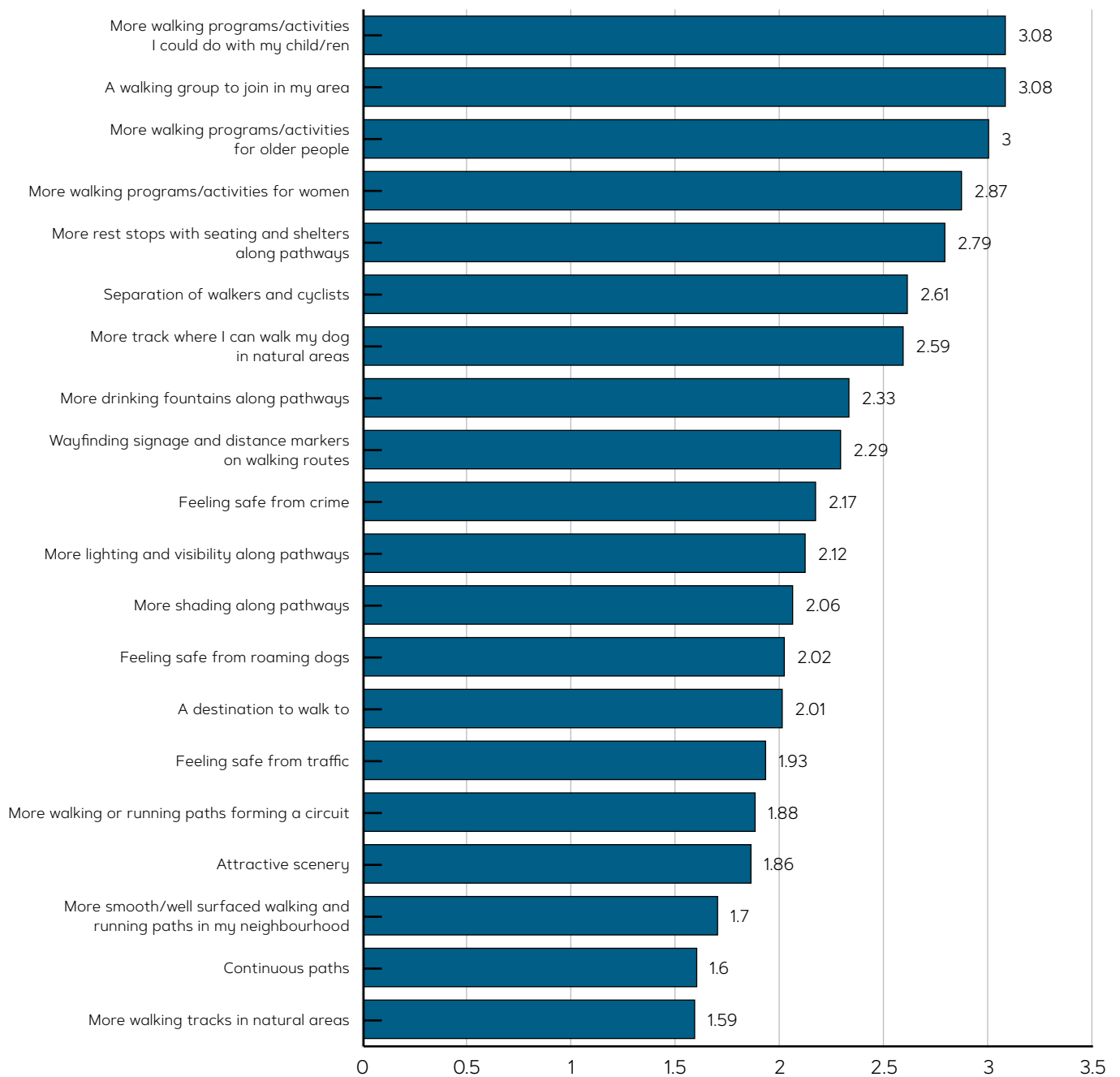
Respondents could indicate their level of agreement or disagreement on factors preventing them from walking/running more. Their level of feelings was captured on a 5-point scale by asking them where they fall on the scale range. This was then calculated into a score where the lower the score the higher the agreement was.

Respondents agreed the most that there are no suitable paths where they would like to go as a factor preventing them to walk/run more. Other factors with high agreement scores were: I'm concerned about being hit by a motor vehicle, there is too much traffic along the street

I live on that it makes it difficult or unpleasant to walk, the crime rate in my neighbourhood makes it unsafe to go on walks at night, I do not feel safe while walking.

Respondents agreed to a lesser extent that: the weather/climate is not suitable for walking, lack of motivation, I'm not confident walking alone, there is no walking group to join where I live, the routes where I want to go are too hilly, I have no-one to participate with, I don't have childcare/babysitter, I'm physically constrained (injury/illness/disability) and age (too young/old) as a factor preventing them from walking more.

Figure 15: What would encourage you to do more walking?



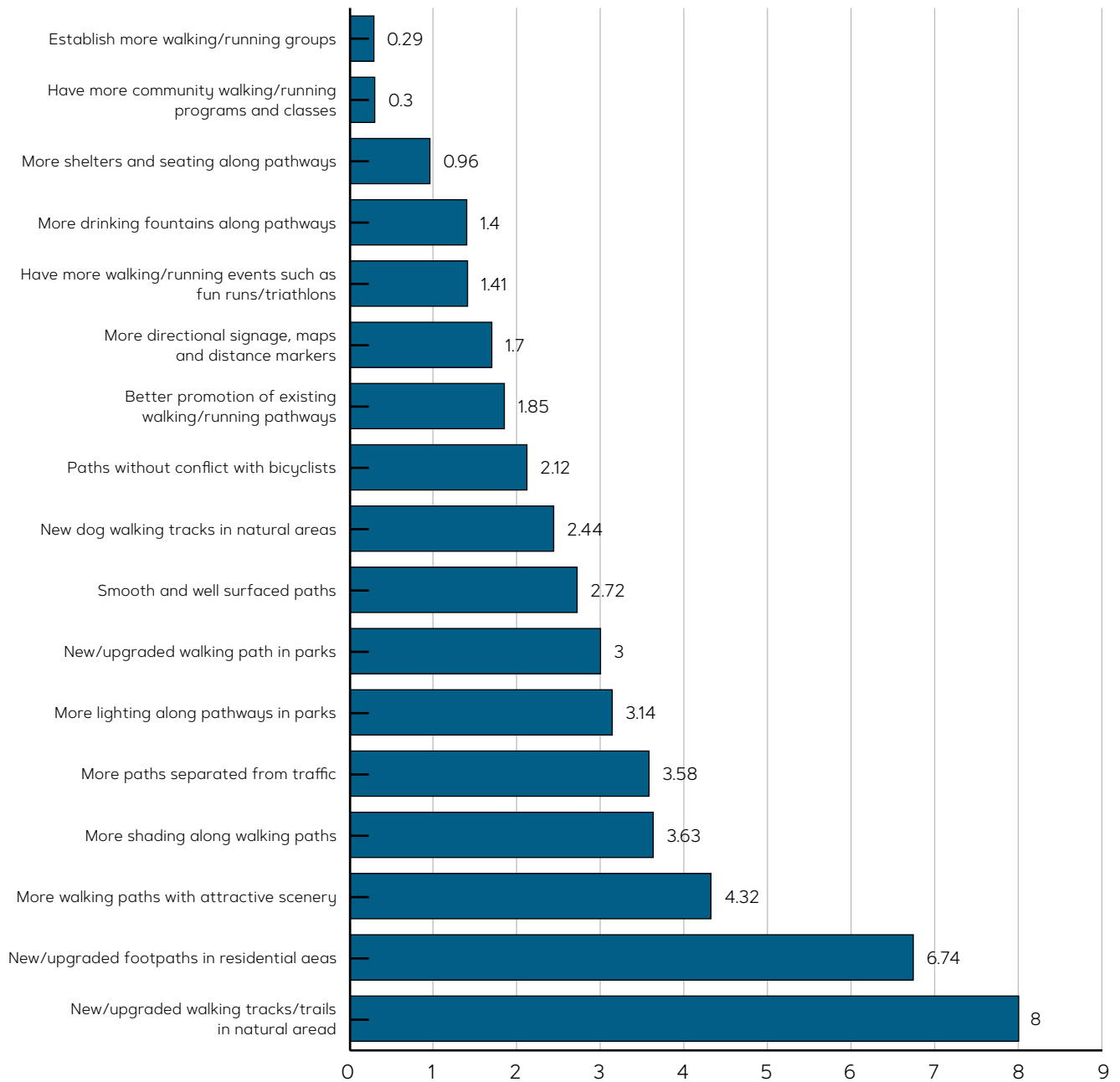
Respondents could indicate their level of agreement or disagreement on factors encouraging them to walk or run more. Their level of feelings was captured on a 5-point scale by asking them where they fall on the scale range. The lower the score, the higher the agreement was.

Respondents mostly agreed that more walking tracks in natural areas and continuous paths would encourage them to walk more. Other factors with high agreement scores were more smooth/well surfaced walking and running paths in my neighbourhood, attractive scenery, more walking or running paths forming a circuit, feeling safe from traffic, a destination to walk to, feeling safe

from roaming dogs, more shading along pathways and more lighting and visibility along pathways.

Respondents agreed to a lesser extent to feel safe from crime: wayfinding signage and distance markers on walking routes, more drinking fountains along pathways, more tracks where I can walk my dog in natural areas, separation of walkers and cyclists, more rest stops with seating and shelters along pathways, more walking programs/activities for women, more walking programs/activities for older people, a walking group to join in my area or more walking programs/activities I could do with my children.

Figure 16: What would be your top three projects that you would like to see funded over the next ten years to support recreational walking/running?



Respondents could choose their three highest priority projects from a range of potential projects. Then, the selected projects were ranked and calculated into a score where the higher the score, the more respondents have chosen this project as their highest priority.

The five highest-ranked projects were new or upgraded walking tracks and trails in natural areas, new or upgraded footpaths in residential areas, more walking paths with attractive scenery, more shading along walking paths and more paths separated from traffic.

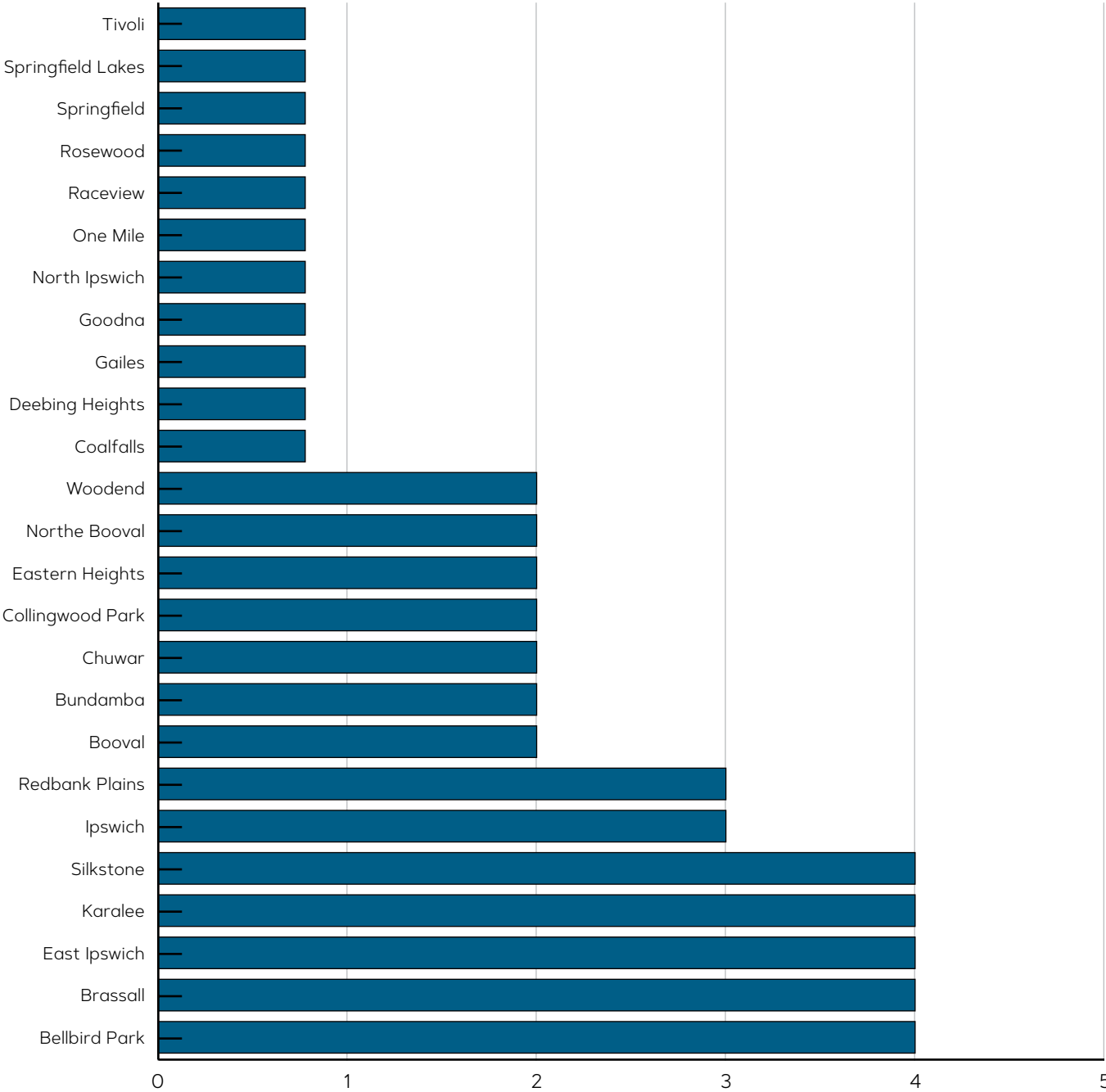
Other high ranked projects were more lighting along pathways in parks, new or upgraded walking paths in parks, smooth and well-surfaced paths, new dog walking tracks in natural areas and paths without conflict with bicyclists.

Of lower importance was for the respondents better promotion of existing walking and running pathways, more directional signage, maps and distance markers, to have more walking or running events such as fun runs, triathlons, have more drinking fountains, shelters and seating along pathways, have more community walking and running programs and classes or to establish more walking and running groups

The initial evaluation of the survey results revealed that a lack of infrastructure and safety concerns continuously scored high. Because of this further detailed evaluation was undertaken to gain more insight into the subject matter. It was investigated from which suburbs a lack of infrastructure was reported and if there are sex differences in the importance of feeling safe from traffic, roaming dogs or crime.

Lack of walking and running infrastructure

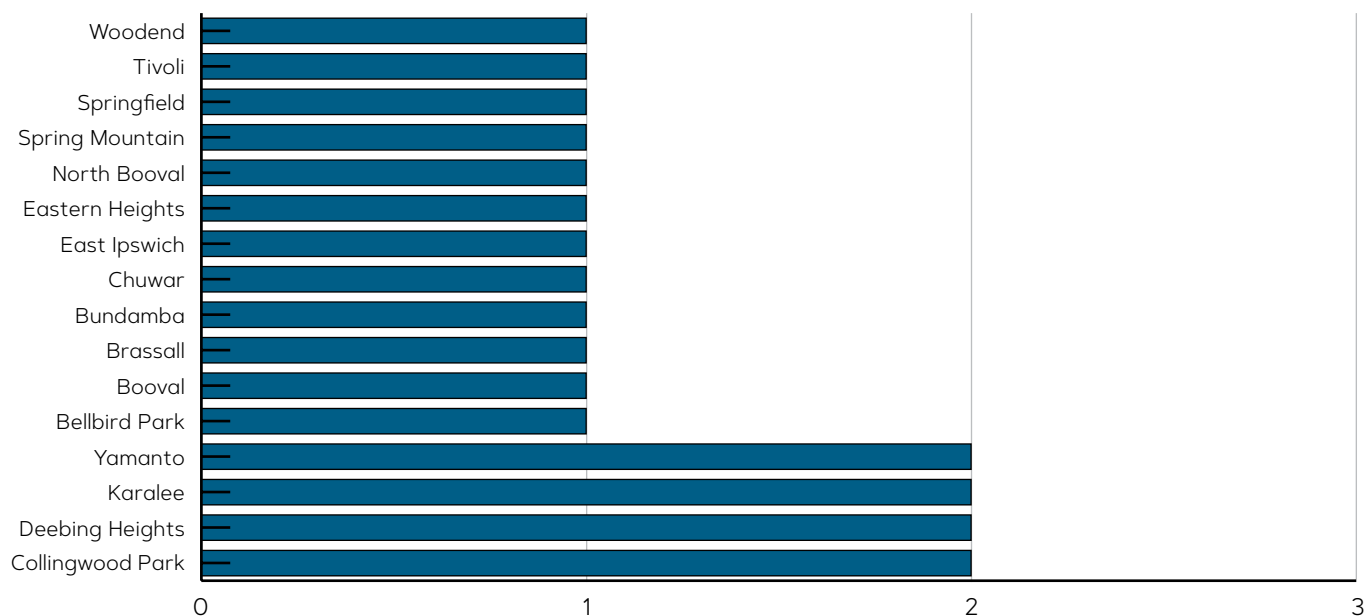
Figure 17: Number of respondents agreeing or strongly agreeing that there are no suitable paths where they would like to go.



Of the respondents, 25 strongly agreed or agreed that there are no suitable paths where they would like to go. There were four each in Bellbird Park, Brassall, East Ipswich, Karalee and Silkstone. Three each in Ipswich and Redbank Plains and two each in Booval, Bundamba, Chuwar, Collingwood Park, Eastern Heights, North Booval

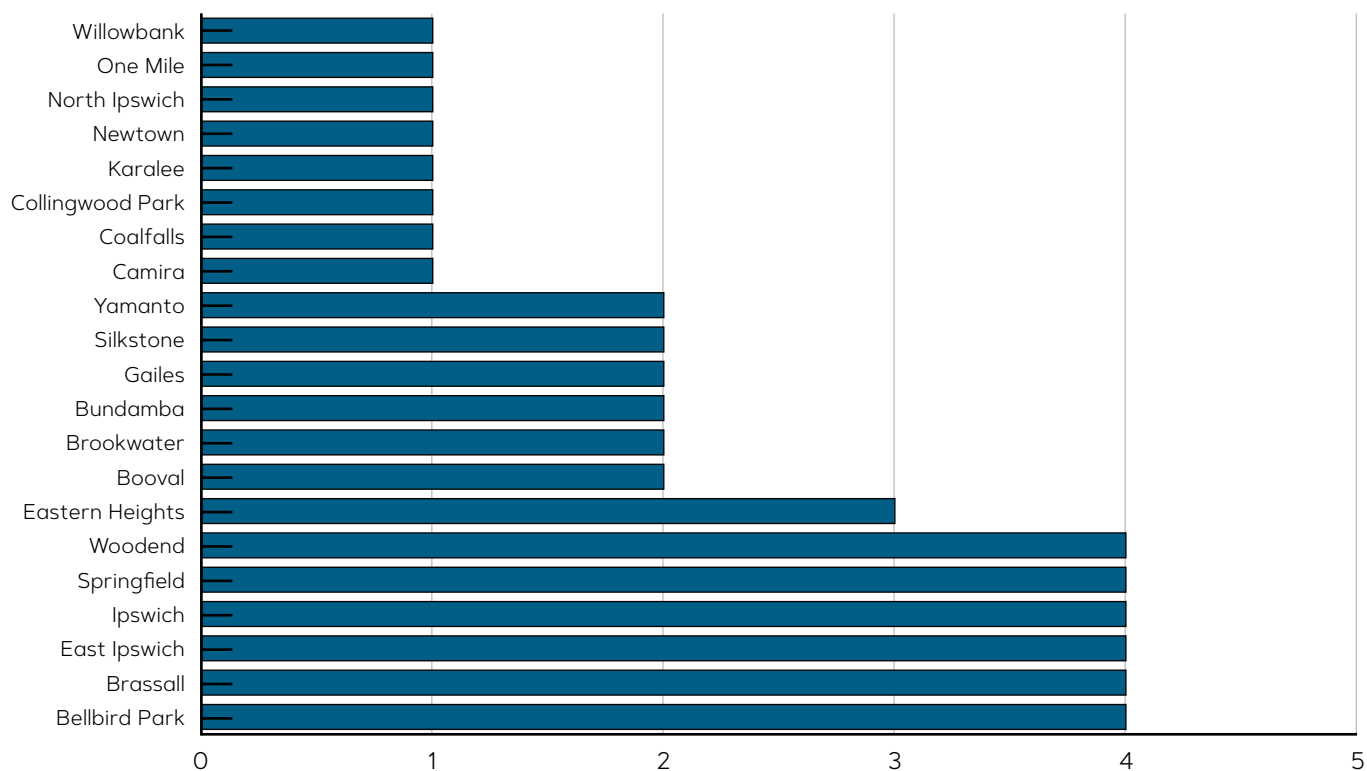
and Woodend. There was only one respondent each strongly agreeing or agreeing with this statement in Coalfalls, Deebing Heights, Gailes, Goodna, North Ipswich, One Mile, Raceview, Rosewood, Springfield, Springfield Lakes and Tivoli.

Figure 18: Responses prioritising new or upgraded walking paths in parks as one of their top three projects based on the suburb.



Concerning prioritising walking paths in parks, there were two responses from Yamanto, Karalee, Deebing Heights and Collingwood Park and one from Woodend, Tivoli, Springfield, Spring Mountain, North Booval Eastern Heights, East Ipswich, Chuwar, Bundamba, Brassall, Booval and Bellbird Park.

Figure 19: Responses prioritising new or upgraded walking tracks/trails in natural areas as one of their top three projects based on the suburb.



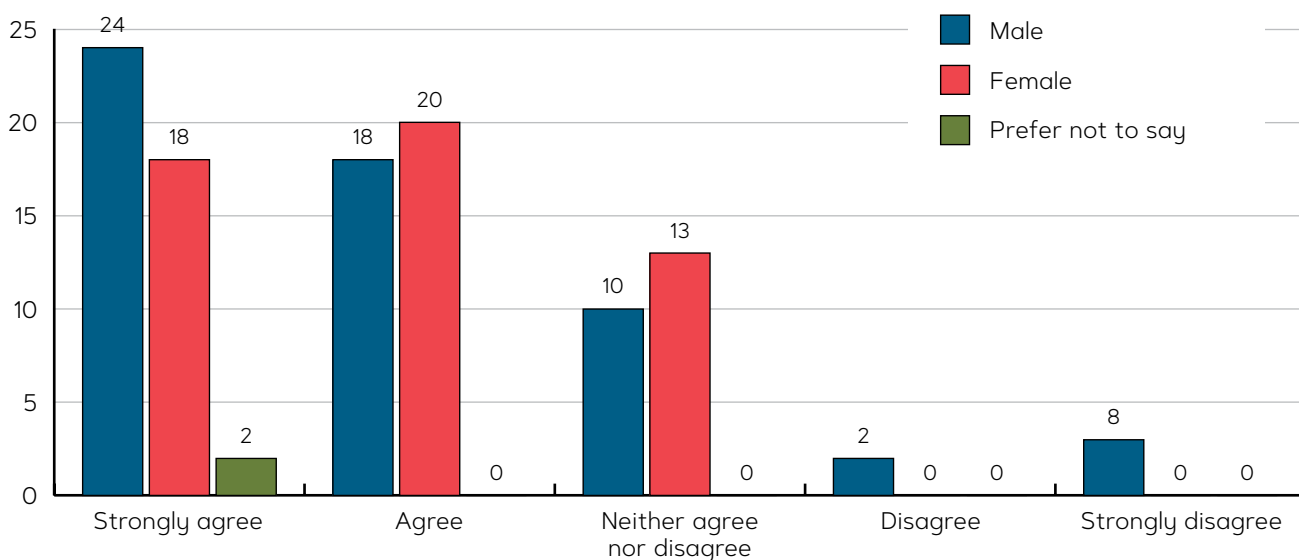
Regarding park prioritising new or upgraded walking tracks and trails, four responses were from Woodend, Springfield, Ipswich, East Ipswich, Brassall, and Bellbird. Three responses from Eastern Heights, two from

Yamanto, Silkstone, Gaiies, Bundamba, Brookwater and Booval, and one each from Willowbank, One Mile, North Ipswich, Newtown, Karalee, Collingwood Park, Coalfalls and Camira.

Safety

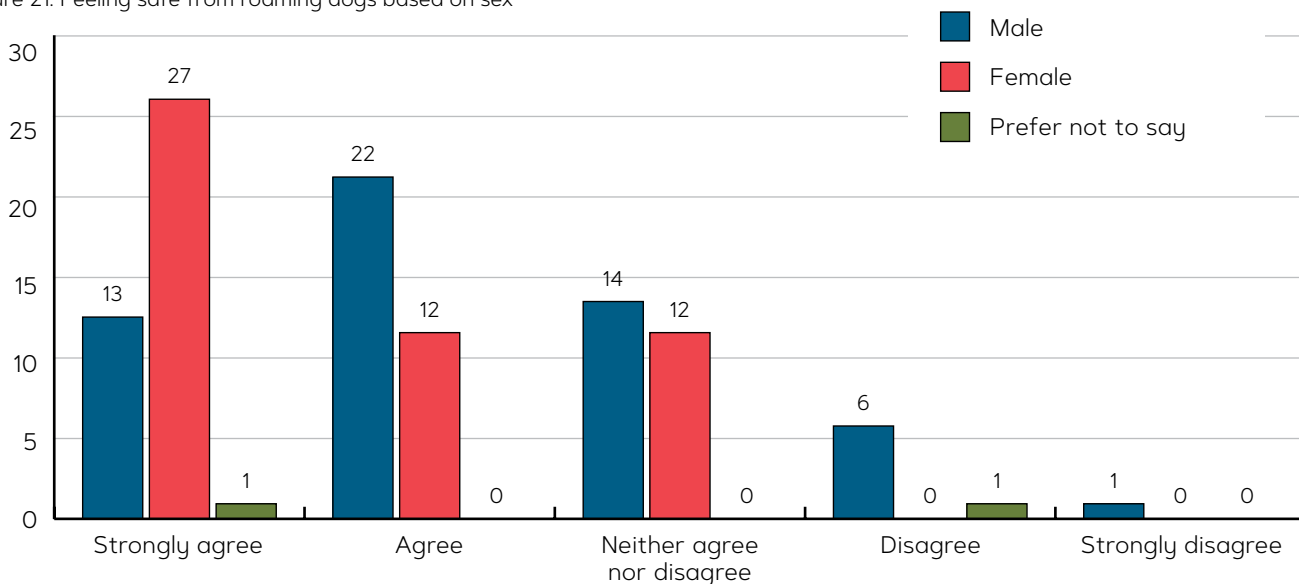
When encouraging walking in the population, feeling safe from traffic, roaming dogs, or crime is highly prioritised. The data was further analysed to see if there are any differences based on sex.

Figure 20: Feeling safe from traffic based on sex



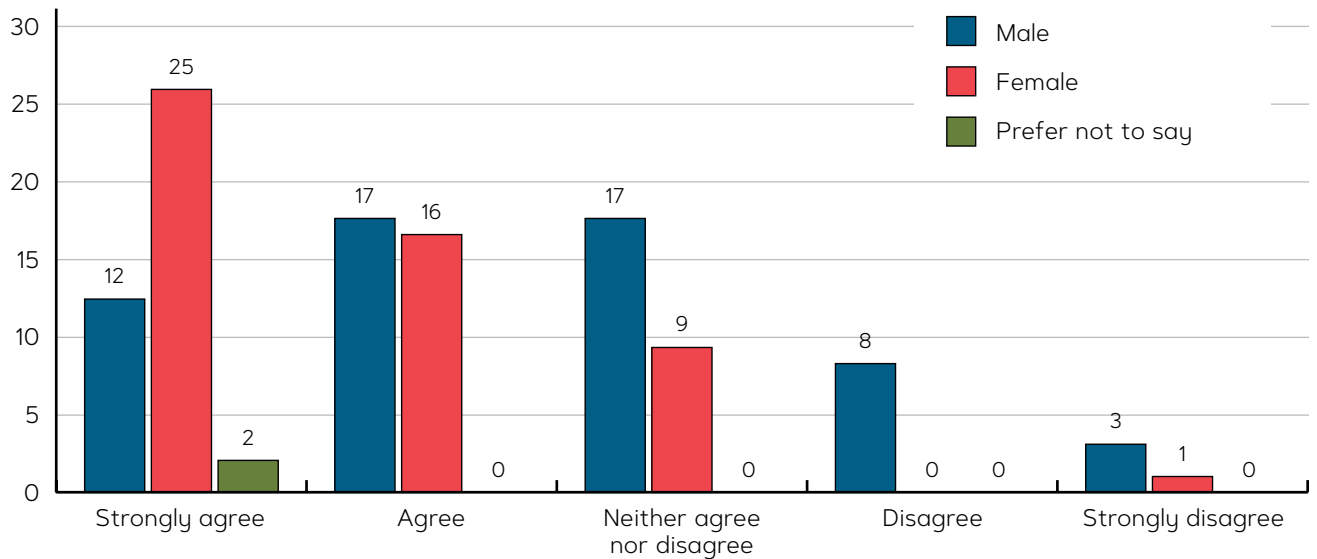
Responses show 24% of men strongly agree, and 18% agree that feeling safe from traffic encourages walking and running. For women, it was 18% and 20% respectively who strongly agreed or agreed.

Figure 21: Feeling safe from roaming dogs based on sex



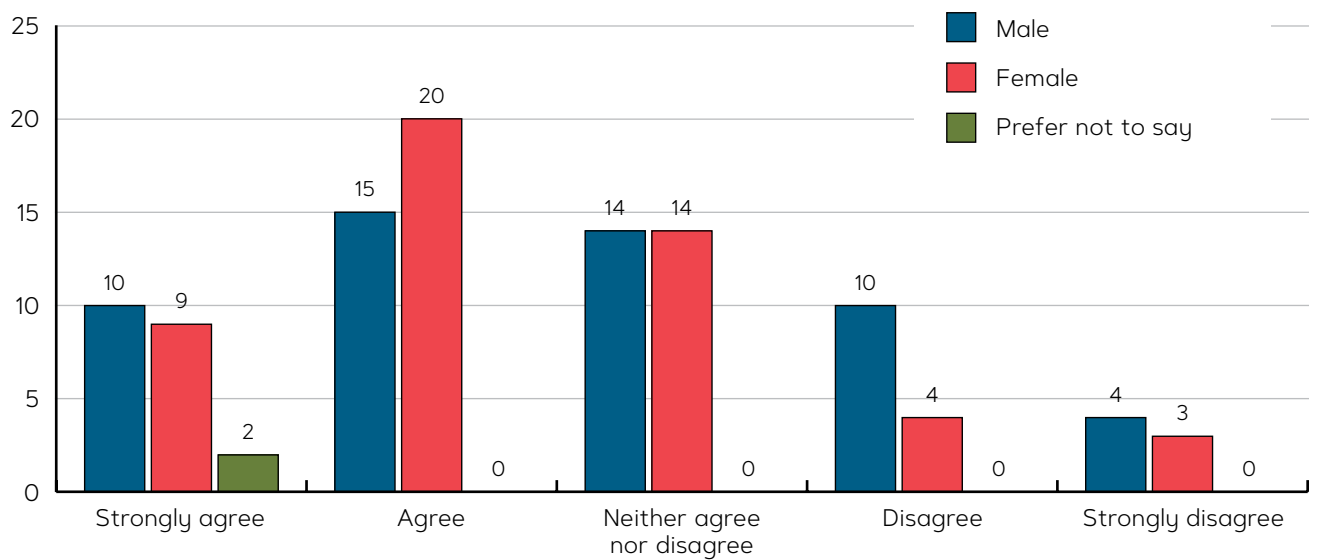
More women strongly agreed (27%) or agreed (12%) than men (13% strongly agreed, 22% agreed) that feeling safe from roaming dogs would encourage them to walk or run.

Figure 22: Feeling safe from crime based on sex



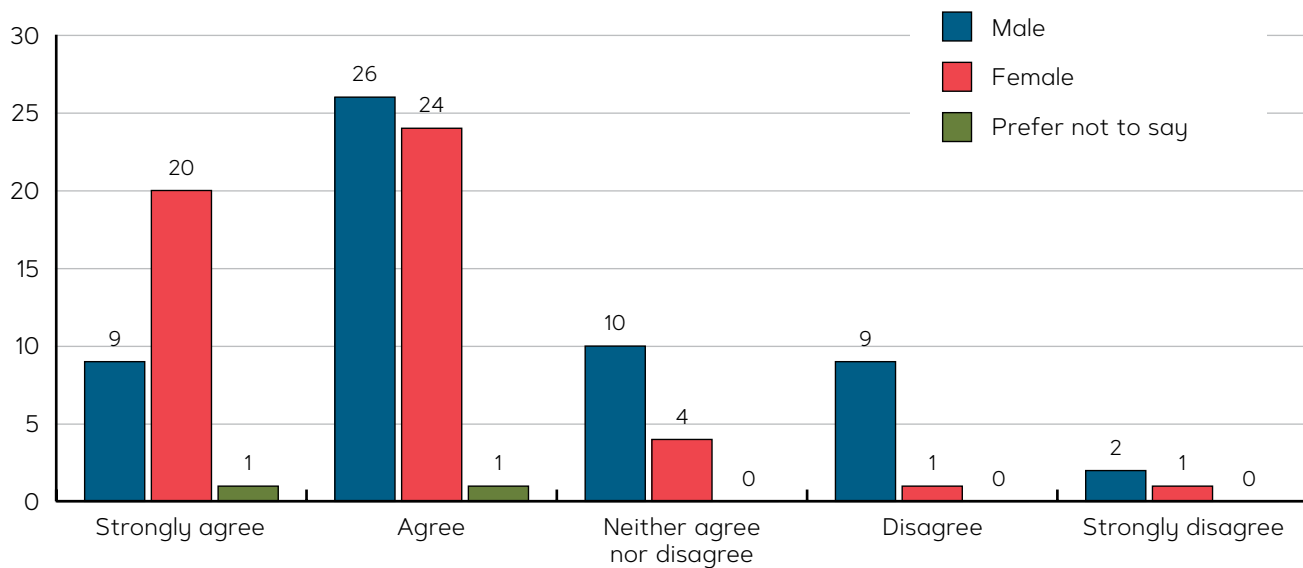
More women strongly agreed (25%) or agreed (16%) than men (12% strongly agreed, 17% agreed) that feeling safe from crime would encourage them to walk or run.

Figure 23: Separation of walkers and cyclists based on sex



In reference to the separation of walkers and cyclists on pathways, 10% of men strongly agreed and 15% agreed that would be encouraging for walking and running. For women, it was 9% and 20% respectively who strongly agreed or agreed.

Figure 24: More lighting and visibility along pathways based on sex



More women strongly agreed (20%) or agreed (24%) than men (9% strongly agreed, 26% agreed) that lighting and visibility along pathways would encourage them to walk or run.



Cycling

Figure 25: Do you cycle?

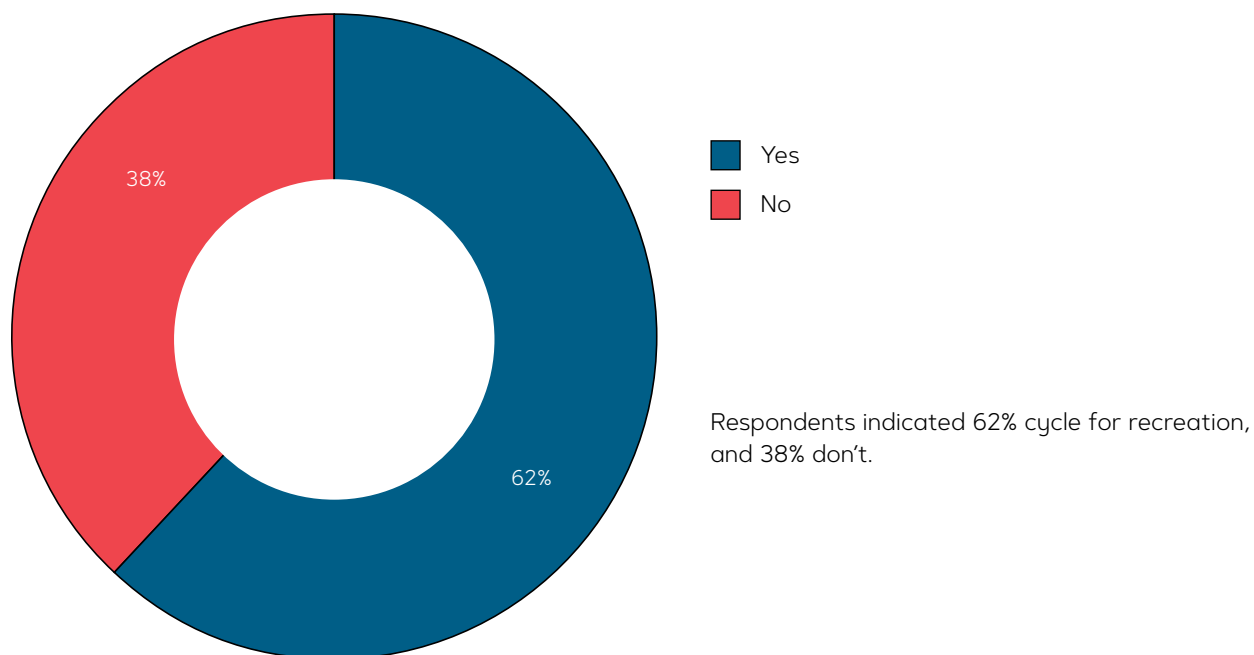
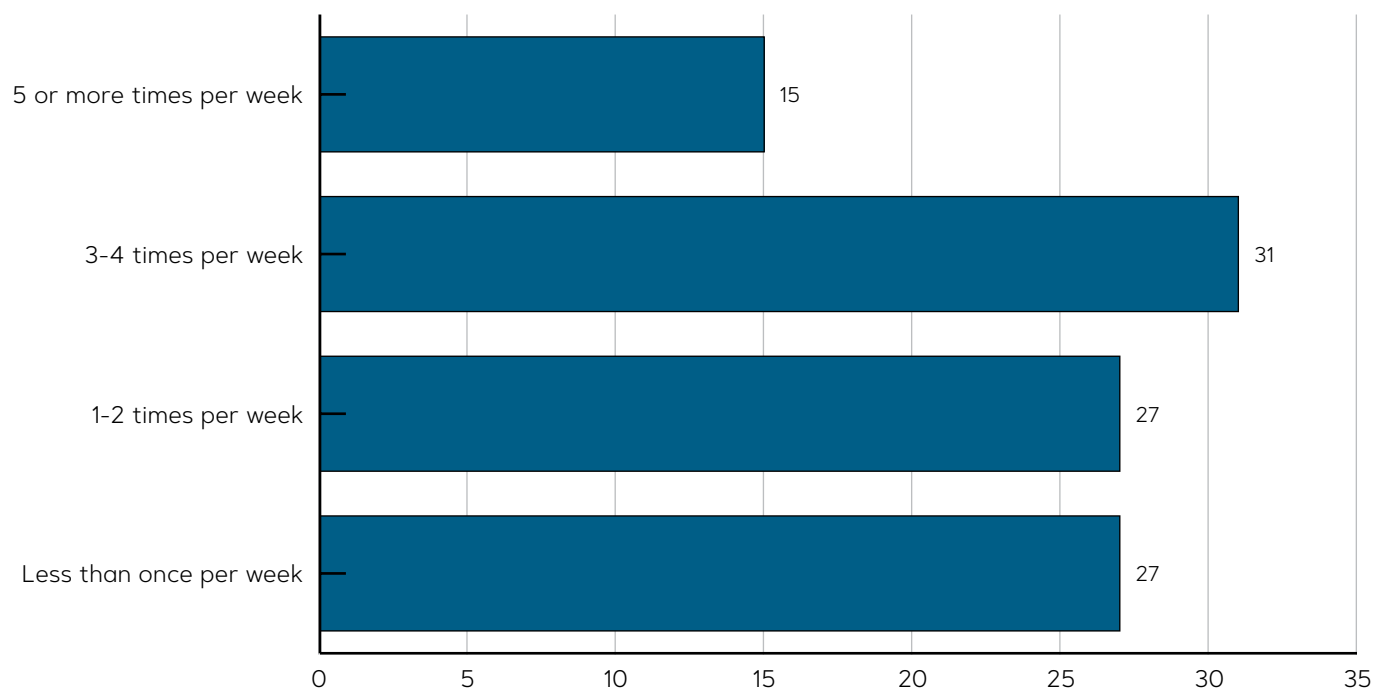
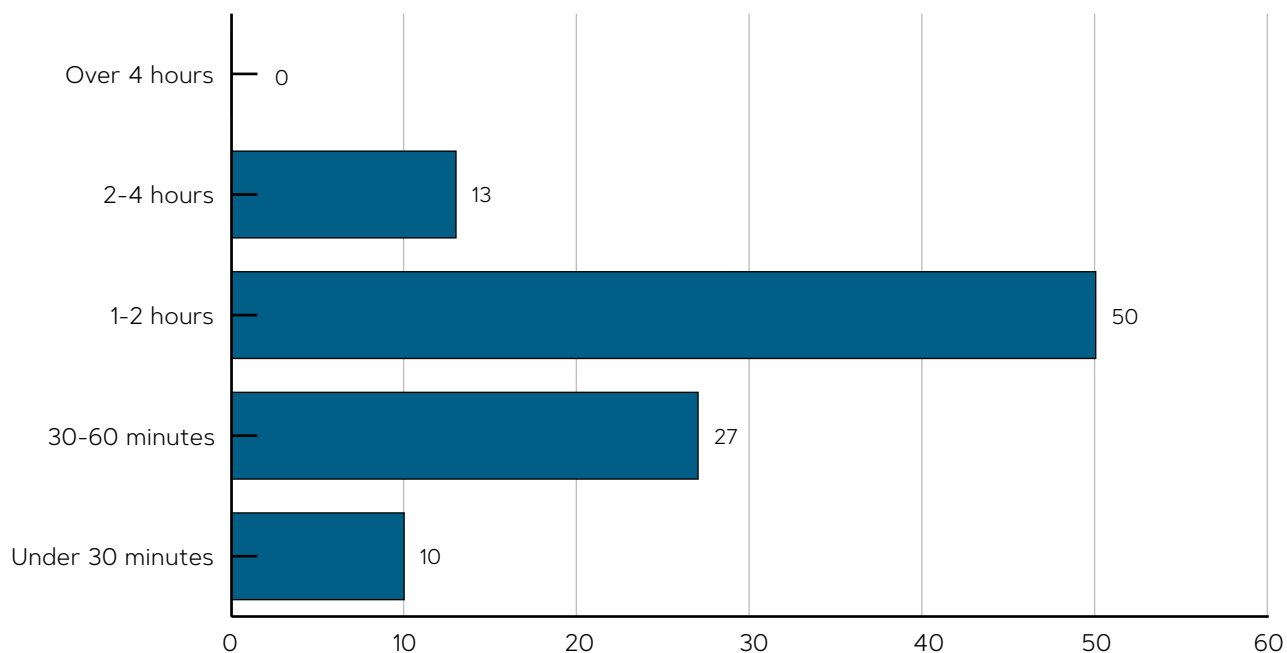


Figure 26: How many times per week do you cycle for recreation?



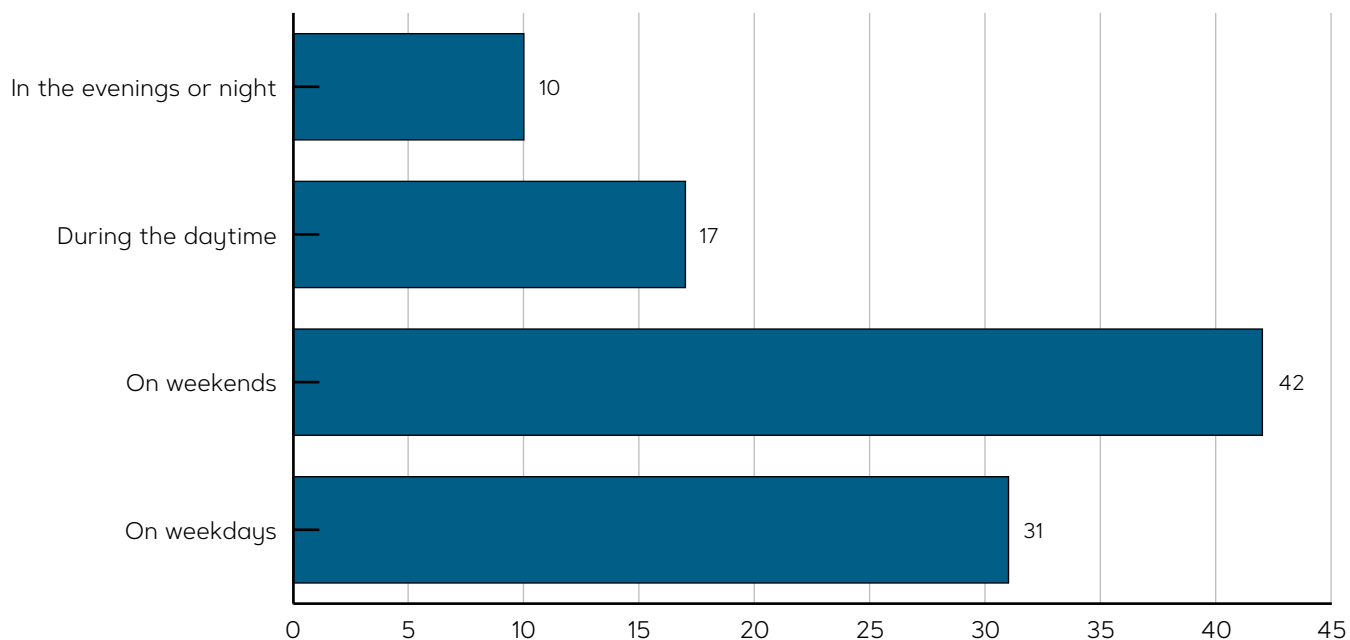
Based on the respondents, 27% cycle less than once per week, 27% cycle one to two times per week, 31% three to four times per week and 15% cycle five or more times per week.

Figure 27: How long would you usually cycle for?



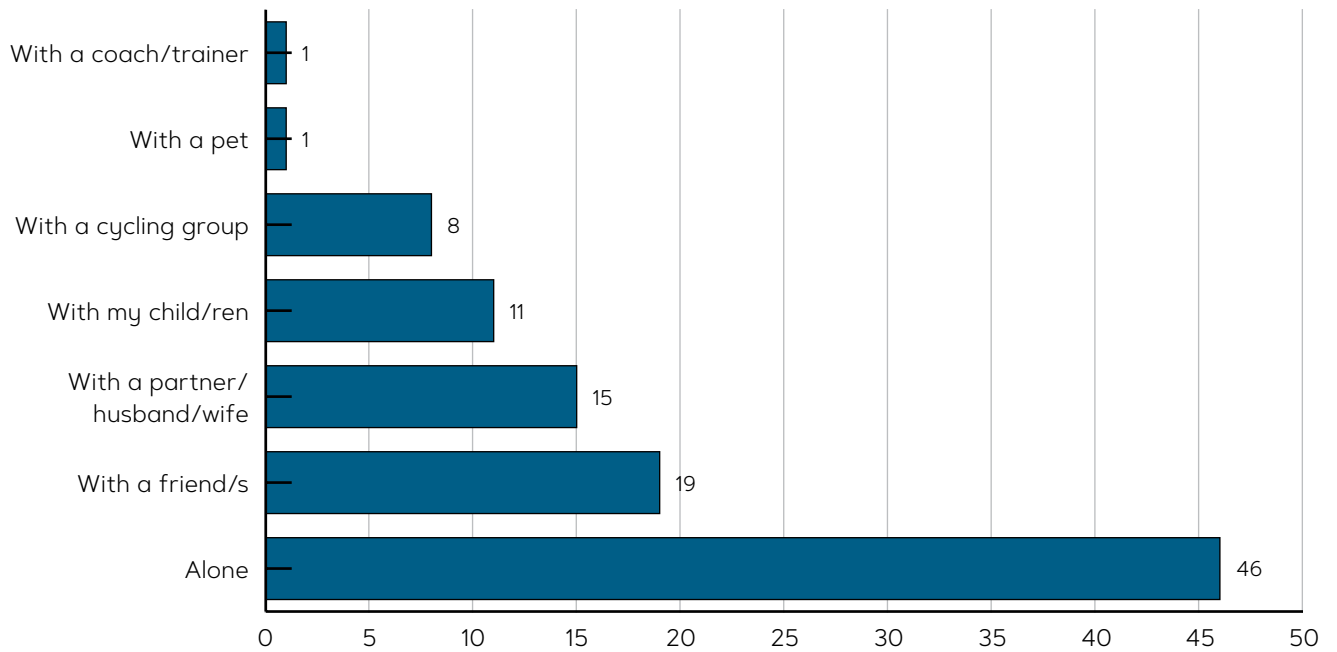
Of the respondents that cycle, 10% would usually cycle for up to 30 minutes, 27% would cycle for 30-60 minutes, 50% would cycle for 1-2 hours, 13 % would cycle for 2-4 hours, and no one would cycle for over 4 hours.

Figure 28: When do you mainly cycle?



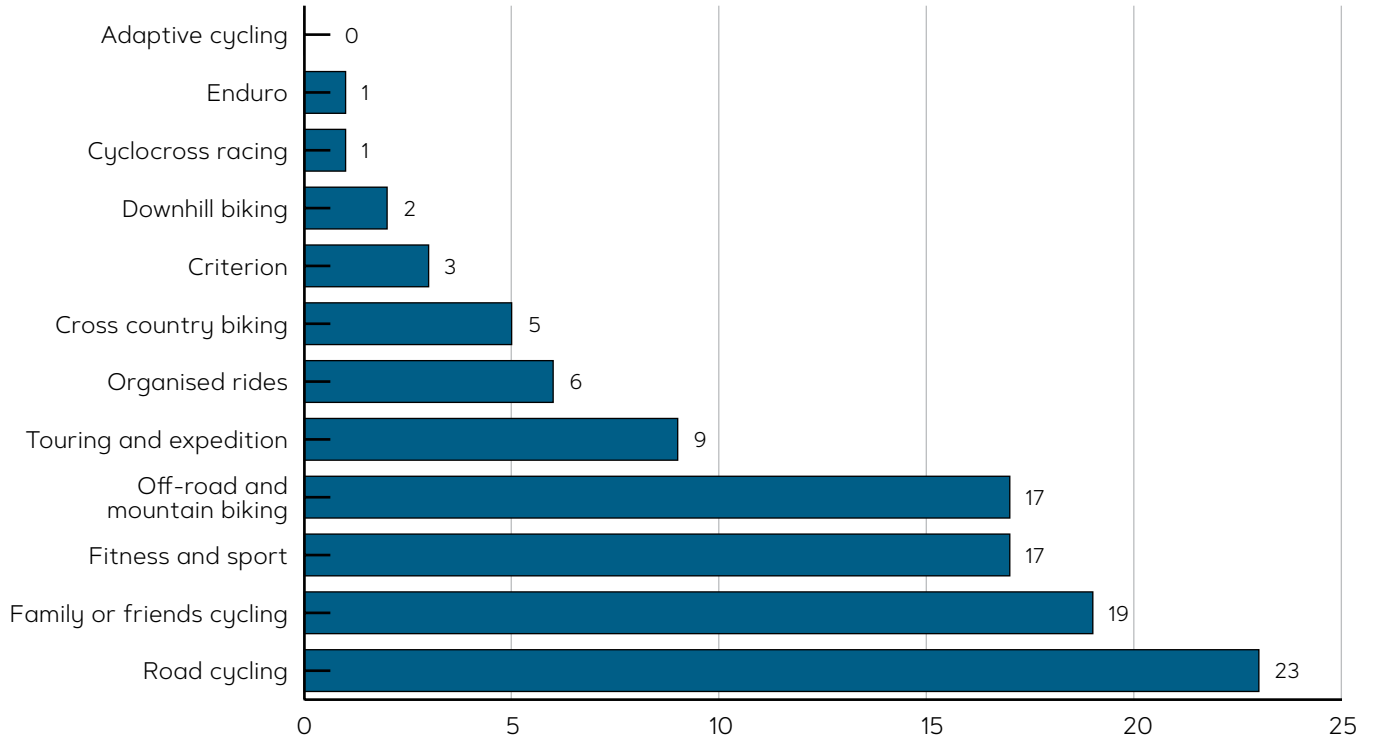
Based on the data, 31% of respondents cycle on weekdays, 42% cycle on weekends, 17% cycle during the daytime, 10% cycle in the evenings or at night.

Figure 29: With whom are you going for a ride?



Respondents indicated 46% cycle alone, 19% with a friend/s, 15% cycle with a partner, 11% with their children, 8% with a cycling group, 1% with a pet, and 1% with a coach or trainer.

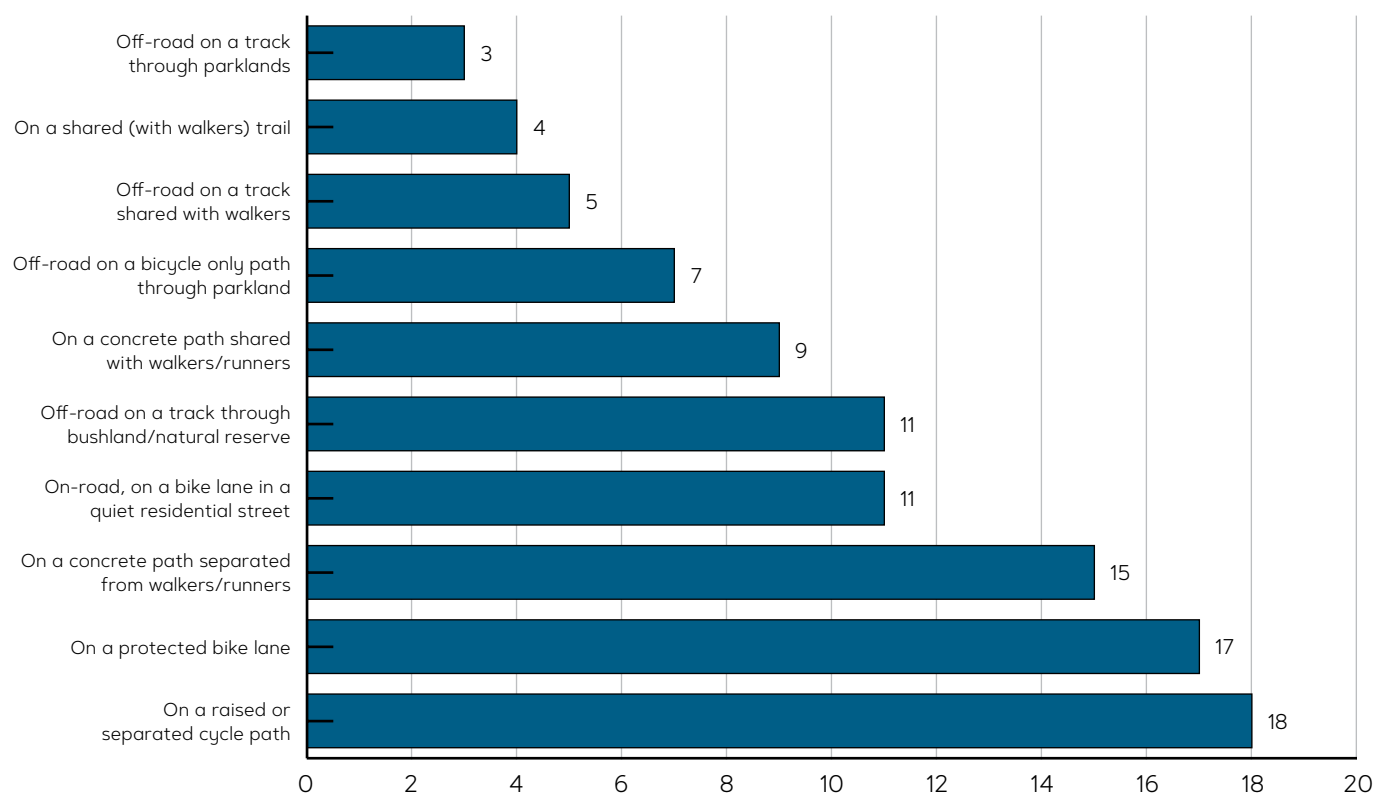
Figure 30: What type of cycling do you participate



Analysis of cycling types shows 23% participate in road cycling, 19% cycle with family or friends, 17% cycle for fitness and sport, 17% participate in off-road and mountain biking, 9% in touring or expeditions, 6%

participate in organised rides, 5% in cross country biking, 3% in criterion cycling, 2% in downhill biking, 1% in cyclocross racing and 1% in enduro cycling. No respondent participates in any form of adaptive cycling

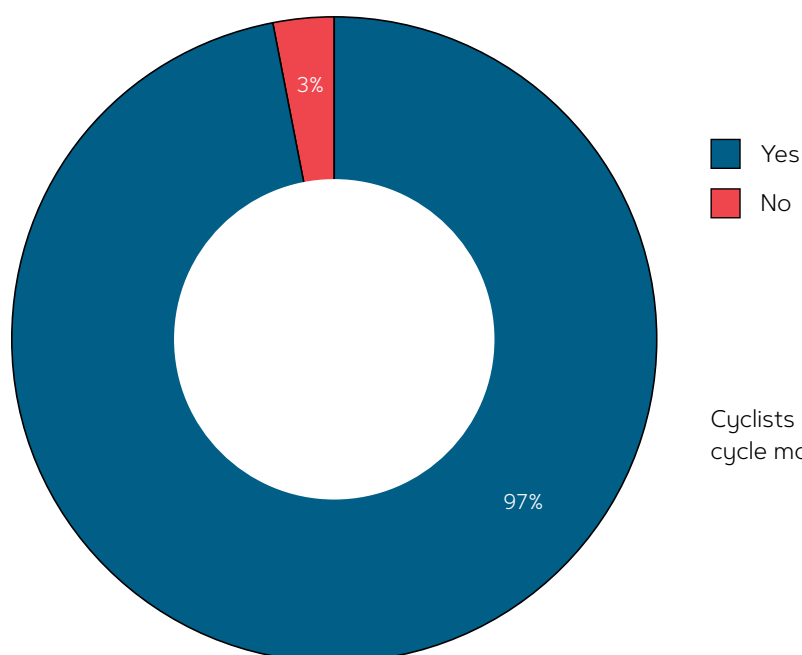
Figure 31: Where do you prefer to cycle?



Respondents indicated 18 % prefer to cycle on a raised or separated cycle path (i.e. bicycle lane which has been raised to the same level as the footpath), 17% on a protected bike lane (i.e. separated from traffic by a median strip), 15% on a concrete path separated from walkers/runners, 11% on-road, on a bike lane in a quiet residential street, 11% off-road on a track through

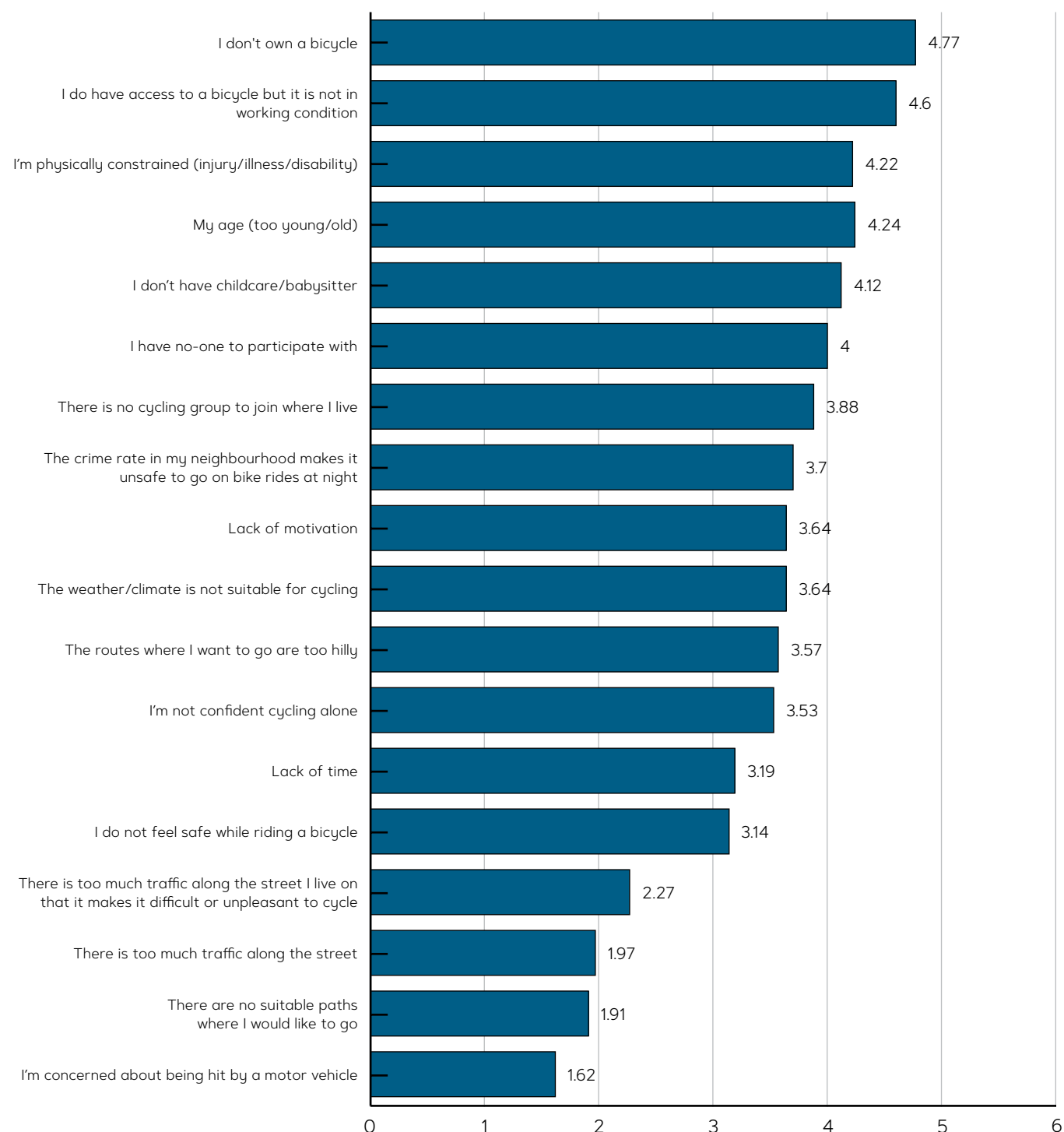
bushland/natural areas or conservation estates, 9% on a concrete path shared with walkers/runners, 7% off-road on a bicycle-only path through parkland, 5% off-road on a track shared with walkers, 4% on a shared (with walkers) trail and 3% off-road on a track through parklands.

Figure 32: Would you like to cycle more?



Cyclists indicated 97% of the respondents would like to cycle more often in contrast to 3% who would not.

Figure 33: What factors prevent you from cycling (more) for recreation?

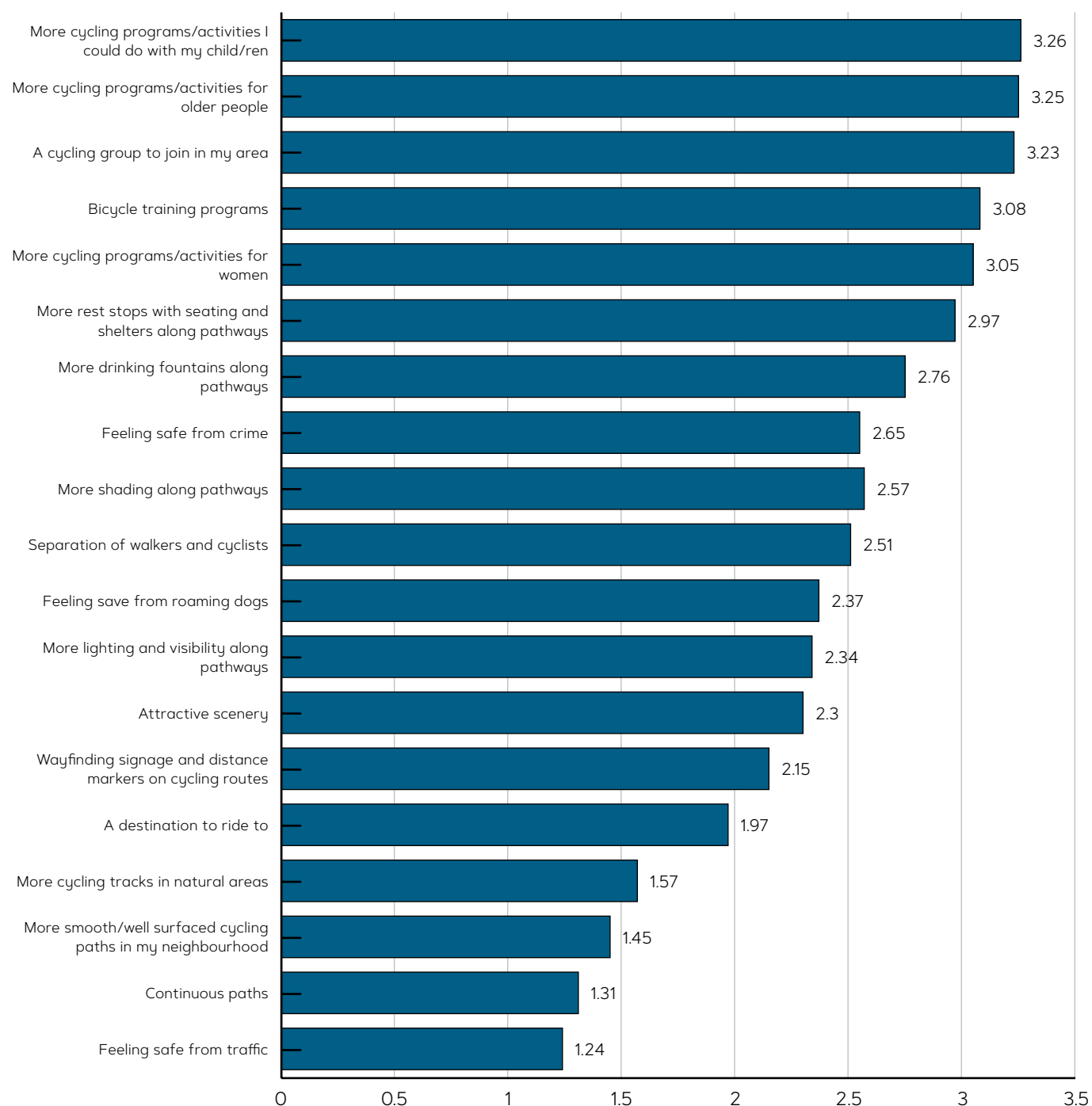


Respondents could indicate their level of agreement or disagreement on factors preventing them from cycling more. Their level of feelings was captured on a 5-point scale by asking them where they fall on the scale range. A lower score indicates a higher level of agreement.

Respondents mostly agreed that: they are concerned about being hit by a motor vehicle, that there are no suitable paths where they would like to go, that there is too much traffic along the street, that there is too much traffic along the street they live on that it makes it difficult or unpleasant to cycle and that they do not feel safe while riding a bicycle.

Other factors were: a lack of time, being not confident cycling alone, that the routes where they want to go are too hilly, the weather/climate is not suitable for cycling, lack of motivation, the crime rate in my neighbourhood makes it unsafe to go on bike rides at night, there is no cycling group to join where they live, having no-one to participate with, not having a childcare/babysitter, age (too young/old), being physically constrained (injury/illness/disability), not having access to an in working condition or not owning a bicycle.

Figure 34 What would encourage you to do more cycling?



Respondents could indicate their level of agreement or disagreement on factors encouraging them to cycle more. Their level of feelings was captured on a 5-point scale by asking them where they fall on the scale range. A lower score indicates a higher level of agreement.

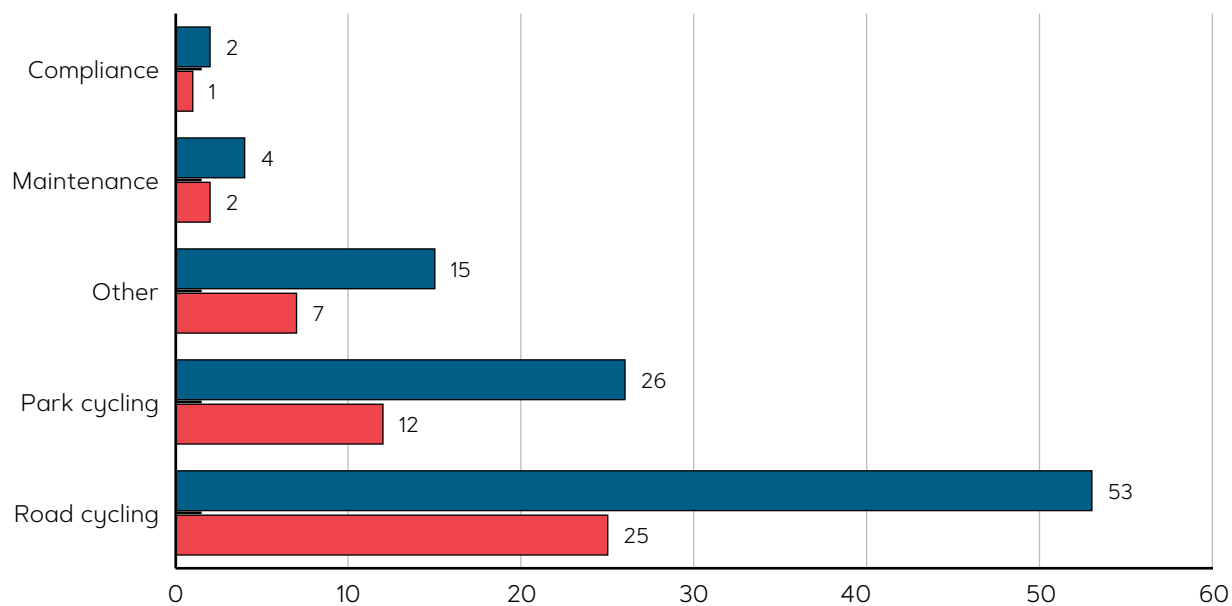
Respondents mostly agreed that feeling safe from traffic would encourage them most to cycle more. Other factors with high agreement scores included: having continuous paths, smooth/well-surfaced cycling paths in their neighbourhood, more cycling tracks in natural areas and a destination to ride to.

Other factors were: wayfinding signage and distance markers on cycling routes, attractive scenery, more

lighting and visibility along pathways, feeling safe from roaming dogs, separation of walkers and cyclists, more shading along pathways, feeling safe from crime, more drinking fountains along pathways, more rest stops with seating and shelters along pathways and more cycling programs/activities for women to encourage more cycling.

Respondents agreed to a lesser extent the following points would encourage cycling more often: bicycle training programs, a cycling group to join in their area, more cycling programs/activities for older people or more cycling programs/activities I could do with my children.

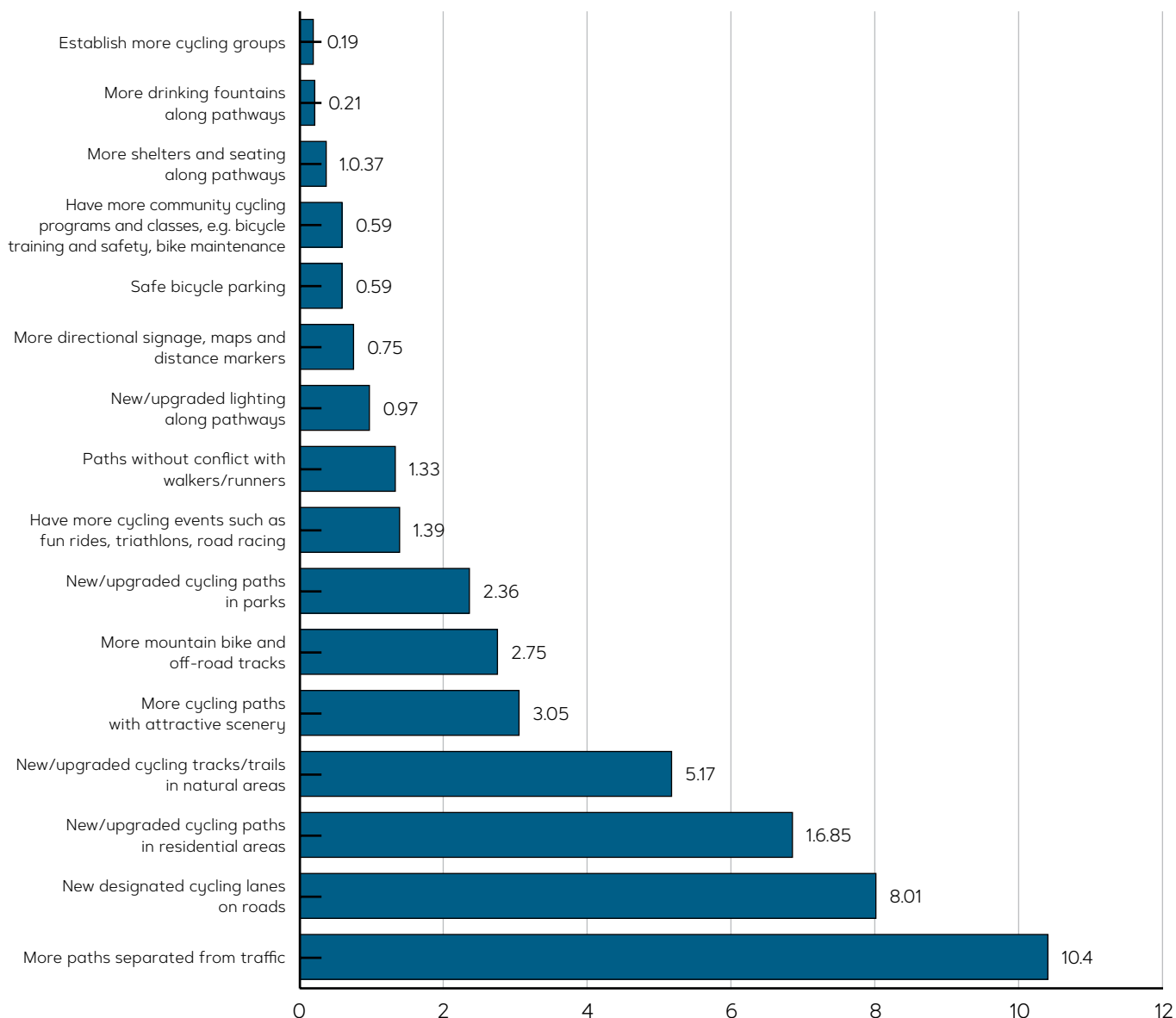
Figure 35: Open Comment type



Of all the open cycling comments, 53% were concerned with cycling on roads, 26% to cycling in parks, 4% to maintenance issues, 2% to compliance issues, and 15% were other comments



Figure 36: What would be your top three projects that you would like to see funded over the next ten years to support recreational cycling?



Respondents could choose their three highest priority projects from a range of potential projects. Then, the selected projects were ranked and calculated where a higher score indicates a higher project priority.

The five highest-ranked projects were: more paths separated from traffic, new designated cycling lanes on roads, new or upgraded cycling paths in residential areas, new or upgraded cycling tracks and trails in natural areas and more cycling paths with attractive scenery.

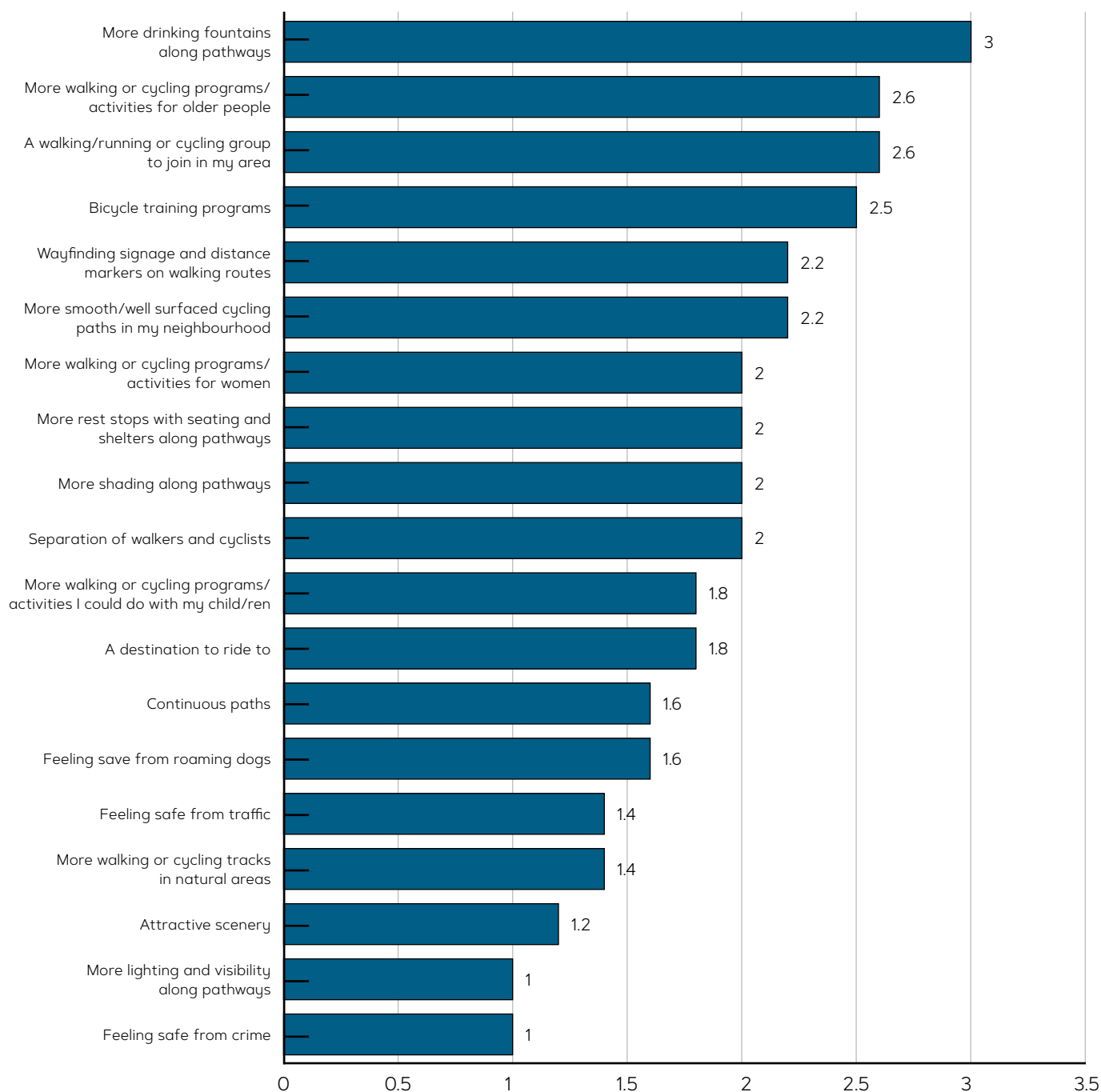
Other highly ranked projects were more mountain bike and off-road tracks, new or upgraded cycling paths in

parks, to have more cycling events such as fun rides, triathlons, road racing, paths without conflict with walkers or runners and new or upgraded lighting along pathways.

Projects with a lower priority for the respondents were more directional signage, maps and distance markers, safe bicycle parking, have more community cycling programs and classes, e.g. bicycle training and safety or bike maintenance, more shelters and seating along pathways, more drinking fountains along pathways and to establish more cycling groups.

Non-Walkers and Non-Cyclists

Figure 37: What would encourage you to do more walking/running or cycling?



Respondents could indicate their level of agreement or disagreement on factors encouraging them to cycle more. Their level of feelings was captured on a 5-point scale by asking them where they fall on the scale range. A lower score indicates a higher level of agreement.

Respondents agreed the most with feeling safe from crime, more lighting and visibility along pathways, attractive scenery, more walking or cycling tracks in natural areas and feeling safe from traffic would encourage them the most to participate in walking.

Other important factors were feeling safe from roaming dogs, continuous paths, a destination to ride to, more

walking or cycling programs/activities they could do with their child/ren, separation of walkers and cyclists, more shading and rest stops with seating and shelters along pathways, more walking or cycling programs/activities for women and more smooth/well surfaced cycling paths in my neighbourhood.

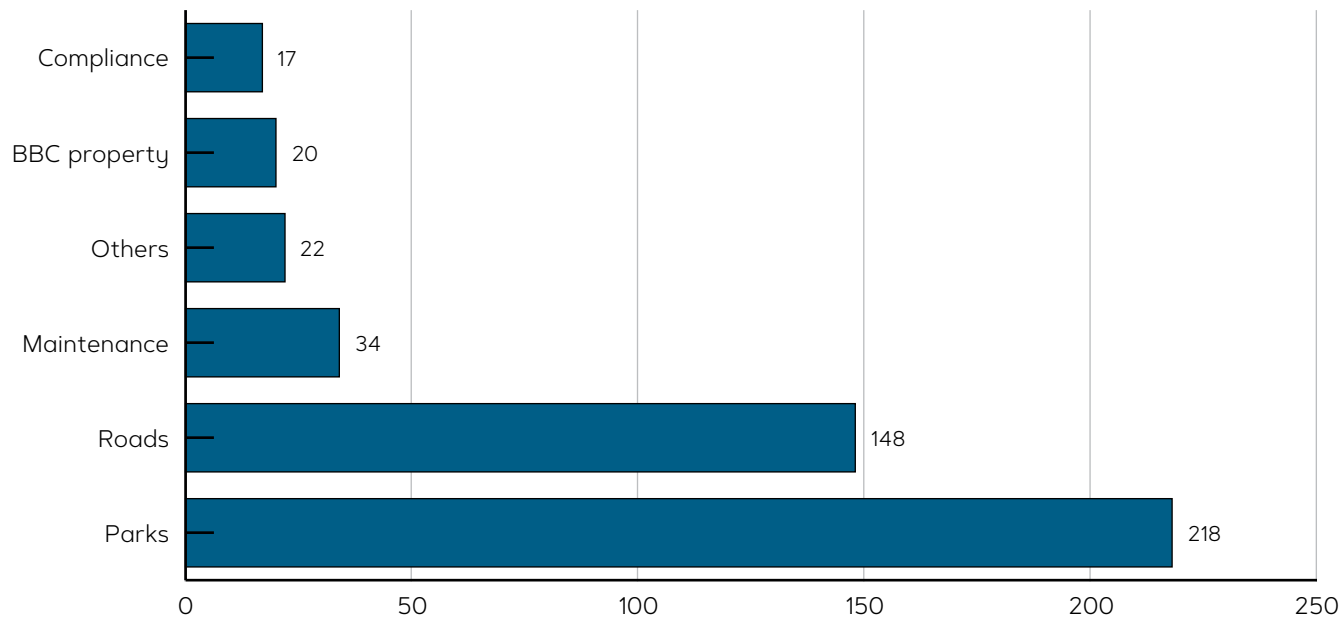
Respondents agreed to a lesser degree that wayfinding signage and distance markers on walking routes, bicycle training programs, a walking/running or cycling group to join in their area, more walking or cycling programs/activities for older people or more drinking fountains along pathways would encourage them to walk or cycle.

MARK THE MAP

Through the interactive Mark the Map tool respondents could leave a pin and a comment on a map of the Ipswich LGA. Separate comments for walk like,

walk issues, walk new idea, cycle like, cycle issue and cycle new idea could be made.

Figure 38: Types of contributions

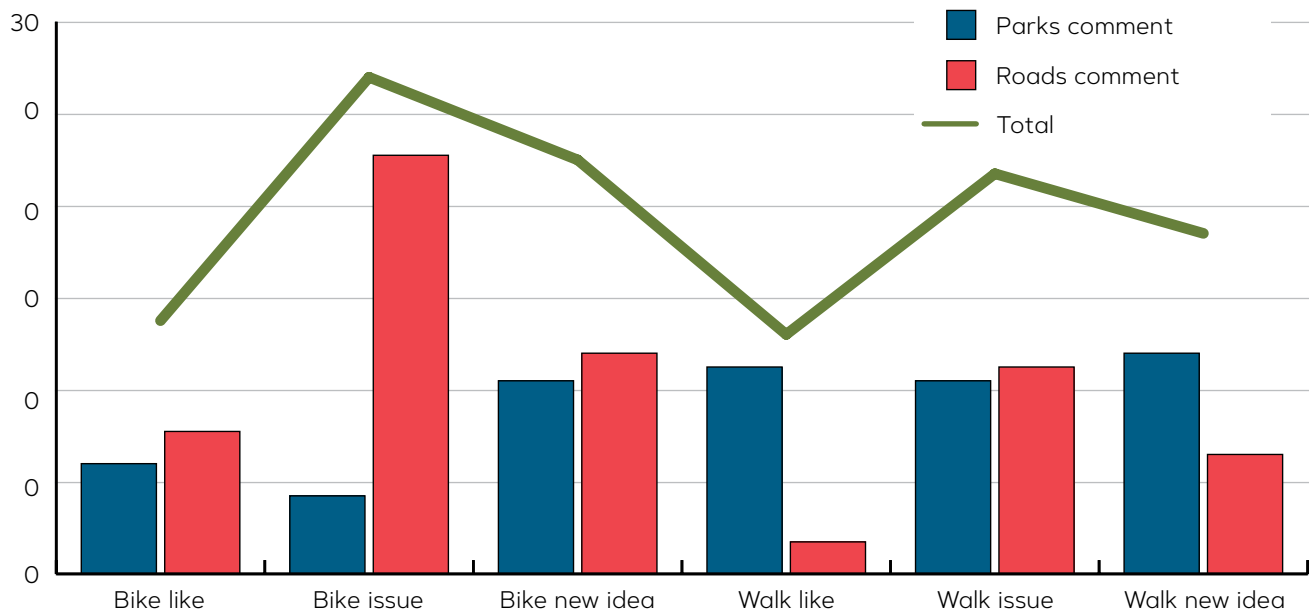


There were 218 contributions concerned with Parks issues, likes or new ideas, 148 contributions to road issues, Likes or new ideas. A total of 34 contributions were related to maintenance issues and 17 to compliance

issues. Unfortunately, 20 contributions were associated with Brisbane City Council properties and hence are out of scope. A further 22 comments were mainly general.



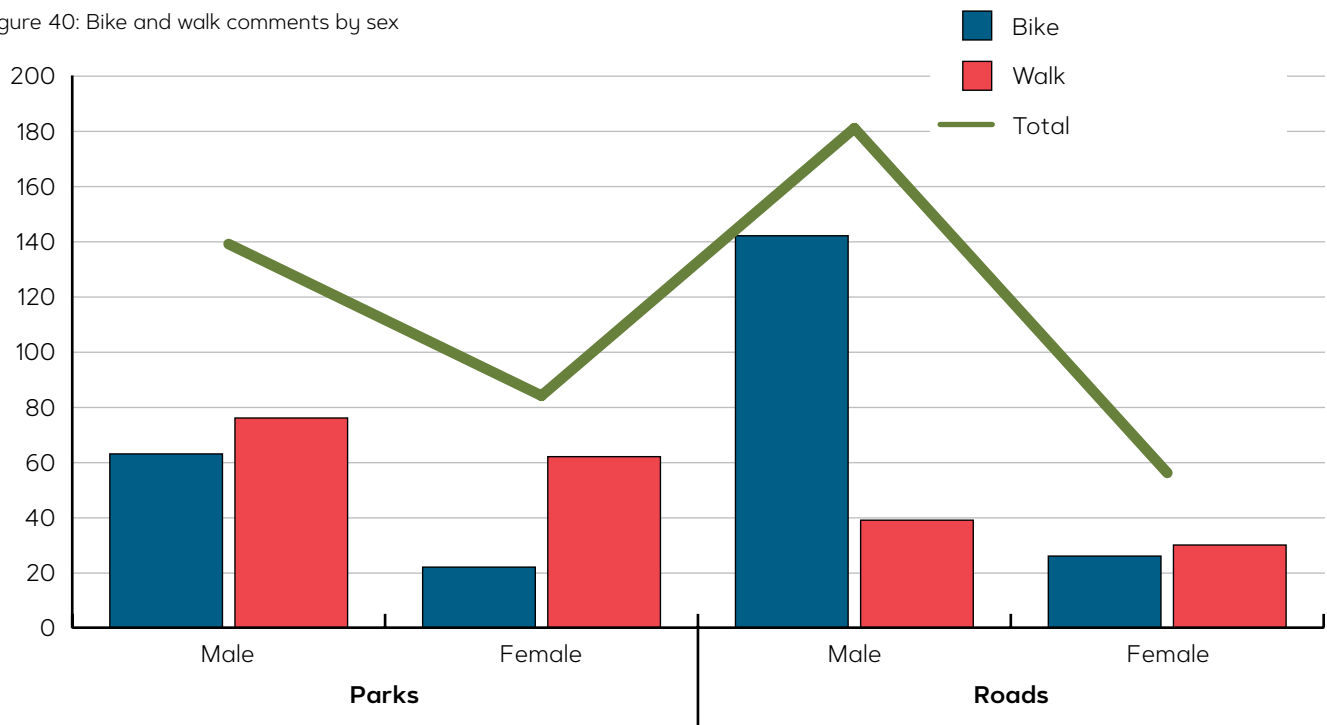
Figure 39: Bike likes, issues and new ideas and walk likes, issues and new ideas.



Of the provided pins, 24 bike like comments were for a park and 31 for roads; 17 bike issues in parks and 91 on roads; 42 new bike ideas were in parks and 48 on roads. In contrast, 45 walk like comments were for parks and

only seven on roads; 42 walk issues were in parks and 45 on roads; 48 new walk ideas were in parks and 26 on roads.

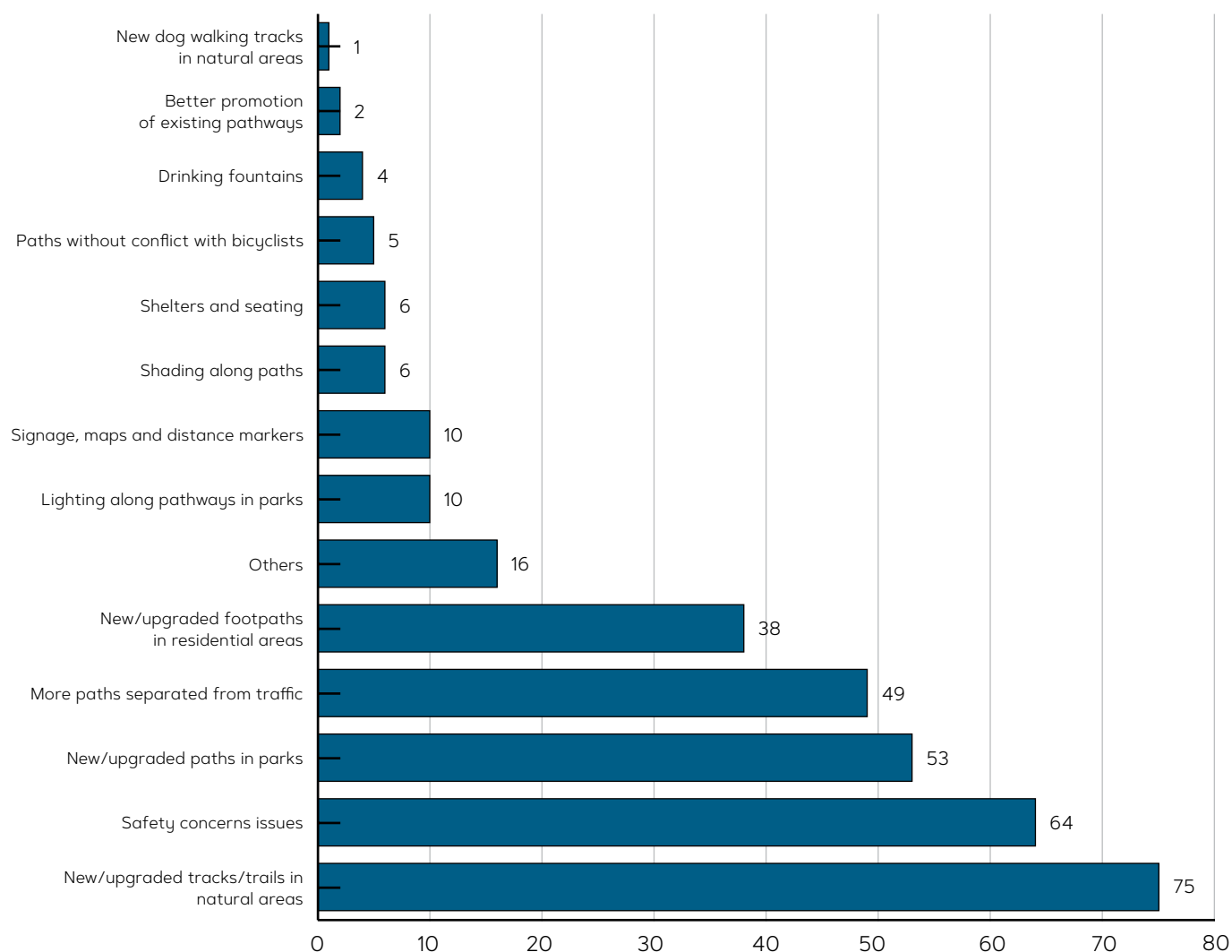
Figure 40: Bike and walk comments by sex



The distribution of park and road comments based on sex was investigated and found that of the 223 park comments, males made 63 cycling comments and 76 walking comments in contrast to 22 cycling comments

and 62 walking comments made by women. Of all the 237 road comments, males made 142 cycling comments and 39 walking comments, whereas females made 26 cycling comments and 30 walking comments.

Figure 41: Mark the Map comment topics



Were possible the Mark the map comments were sorted into the same topics from the survey. The topics with the highest numbers were new or upgraded tracks or trails in natural areas (75 comments), safety concerns and issues (64), new or upgraded paths in parks (53), more paths separated from traffic (49) and new or upgraded footpaths in residential areas (38).

Other topics but to a lesser degree were about others (16 comments), lighting along pathways in parks (10), signage, maps and distance markers (10), shading along paths (6), shelters and seating (6), paths without conflict with bicyclists (5), drinking fountains (4), better promotion of existing pathways (2), new dog walking tracks in natural areas (1).

Further evaluation was undertaken regarding safety concerns and investigated if there are difference in sex or age

Figure 42: Safety concern comments by sex and location

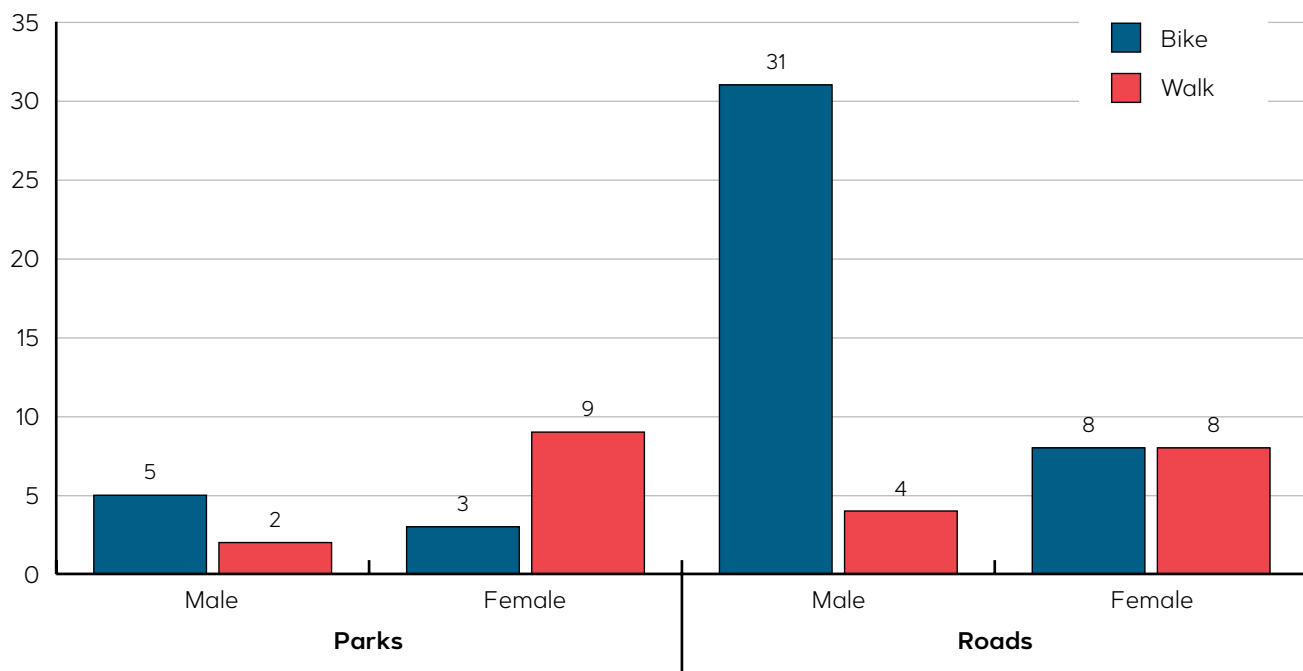
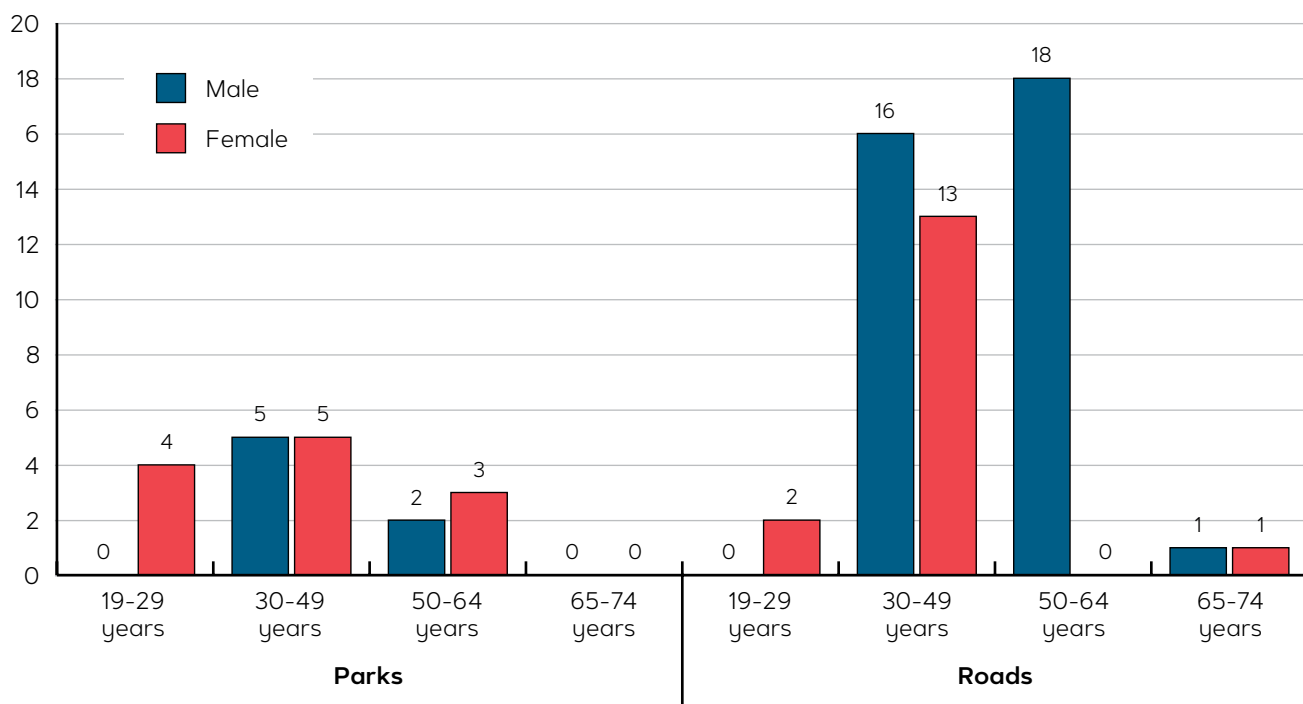


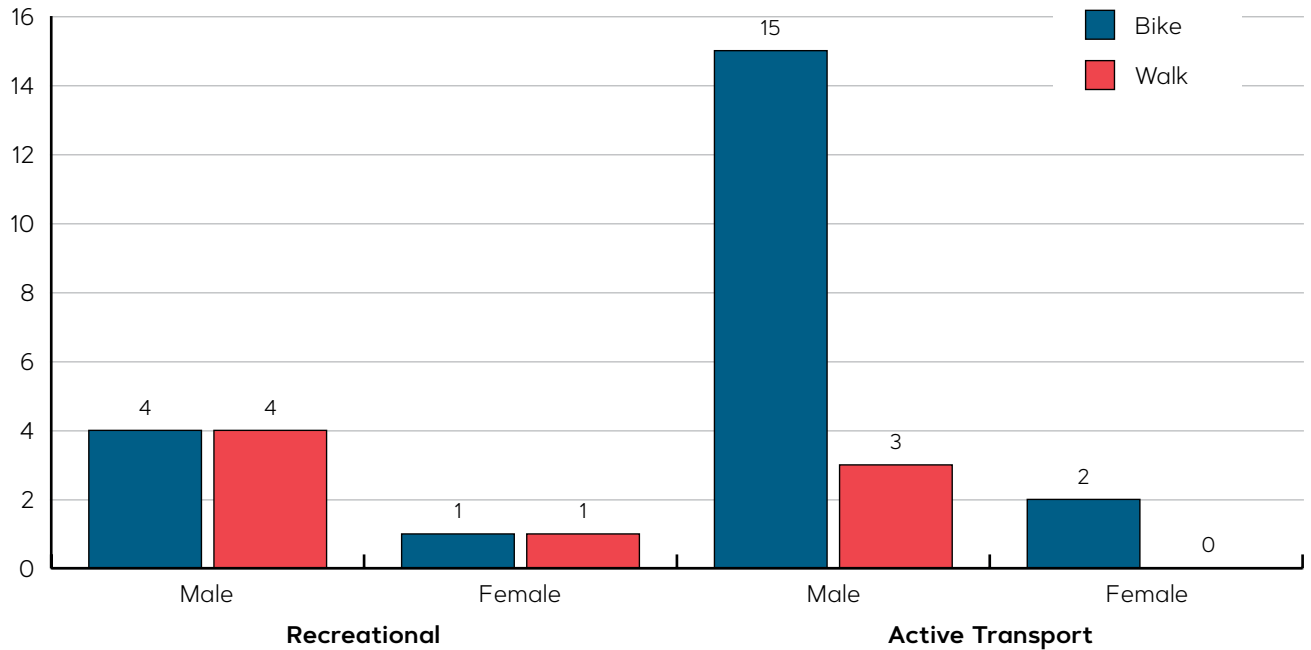
Figure 43: Safety concerns by sex, age and parks or road location



QUICK QUESTION

Respondents could leave a short comment about what would influence their decision to walk, run or cycle or give the 'thumbs up' to someone else's response. There were 50 responses received.

Figure 44: Responses by activity type and sex

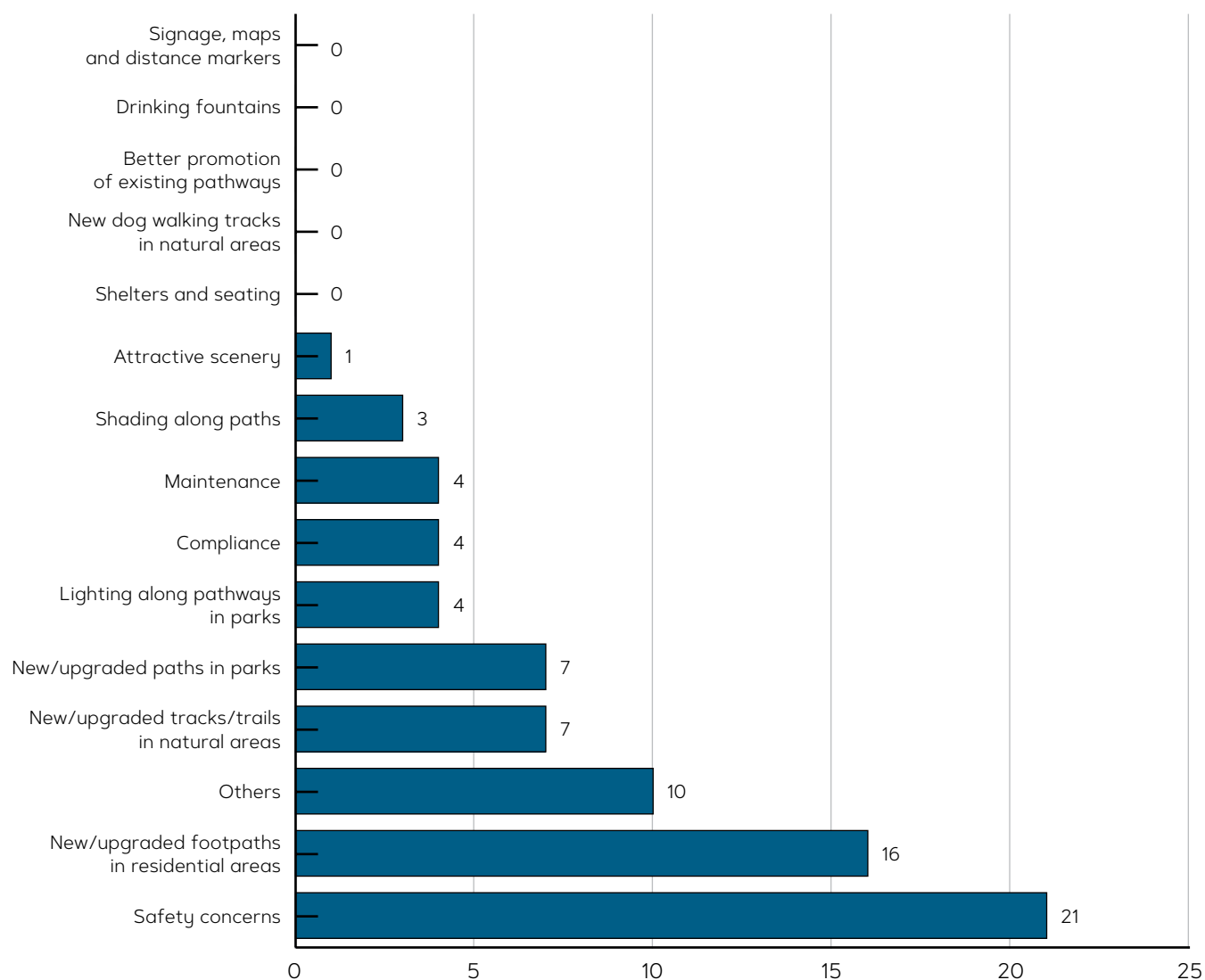


The responses were sorted into a bike or walk and recreational or active transport comments and if they were made by a male or female respondent.

There were four comments per sex associated with recreational cycling and recreational walking and made by males and one comment per sex about recreational

cycling and recreational walking. There were 15 comments about active transport cycling and three male comments about active transport walking. There were two female active transport cycling comments, but non about active transport walking.

Figure 45: Quick Question topics



Were possible the Quick Question responses were sorted into the same topics from the survey. The topics with the highest numbers were safety concerns (21 comments), new or upgraded footpaths in residential areas (16), others (10), new or upgraded paths in natural areas (7) and new or upgraded paths in parks (7).

Other topics but to a lesser degree were about lighting along pathways in parks (4), compliance or maintenance issues (4 each), shading along paths (3) and attractive scenery (1).

There was no comment received for other topics such as signage, maps and distance markers, shelters and seating, or drinking fountains.

Participants provided comments in the open section. A summary of the participant feedback on the identified themes is below.

STRATEGIC THEME	FREQUENTLY EMERGING THEMES	EXAMPLES OF COMMUNITY SENTIMENT
WALKING Vibrant and Growing	<ul style="list-style-type: none"> Footpaths in residential streets Concrete paths through parklands Walking tracks in natural areas with attractive scenery More shade and lighting along pathways 	<p>"More gravel bike trails, more bike paths, more Mtb trails, more hikes"</p> <p>"Footpaths and cycle lanes through parks/ drainage land/ high voltage transmission lines"</p> <p>"I would like to see walking/cycling tracks linking suburbs to the cycling track on Briggs rd. I would also like to see the access to the cycling track upgraded. It is mud at the moment."</p> <p>"There's room for some multipurpose trails in this area. There are already some but they should be made official."</p> <p>"Increase shading (trees and structures) to cool walking/cycling paths."</p> <p>"Pathways around the Robelle in Springfield could use a lot more lighting."</p> <p>"Better connecting cycling paths around Ipswich"</p>
WALKING Safe, Inclusive and Creative	<ul style="list-style-type: none"> A need for safety: from traffic, roaming dogs and crime Separation of walking pathways from traffic 	<p>"Bike path on Lobb Street – it's super dangerous"</p> <p>"Is there a possibility to have regular security patrols on main paths in Robelle etc. Or at least more lighting"</p> <p>"Get attacked by dogs in Brassall residential area while walking mine. They seem to escape peoples yard."</p> <p>"More needs to be done about roaming dogs. I get very anxious walking my small dog as we often come across loose roaming dogs some of which have been aggressive."</p> <p>"My number 1 reason why I stopped walking regularly I got chased by wandering dogs with my baby and it was scary."</p> <p>Make the streets safe firstly by getting rid of the violence and youth drug problem will go a long way towards making Ipswich region more pleasant for exercise."</p> <p>"How can council dissuade unauthorised motorbike/trail/dirt bike use on recreational Trails? Big problem throughout Flinders Goolman Conservation Estate and along the Stage 4 and 7 Brassall Bikeways."</p>

STRATEGIC THEME	FREQUENTLY EMERGING THEMES	EXAMPLES OF COMMUNITY SENTIMENT
CYCLING Vibrant and Growing Active places and spaces	<ul style="list-style-type: none"> ▪ New/upgraded cycling paths in residential areas ▪ Continuous cycling paths ▪ New/upgrades cycling trails and off-road tracks in natural areas with attractive scenery ▪ Wayfinding signage and distance markers 	<p>"More designated cycle paths in our area would help get more people out riding I believe. Also joining to the bike path to the city from Springfield would be awesome."</p> <p>"Just join up tracks in green space around greater Springfield"</p> <p>"better designed mountain bike trails for varying skill levels and different types of rides. Some big cross-country loops would be great that I could take my teen age boys on. Fun and not boring fire roads. More downhill orientated flow trails."</p> <p>"The Brassall bikeway and BVRT are great"</p> <p>"More difficult gravity trails like Castle Hill with a climb trail back to the top"</p> <p>"Goodna / Gailes and Springfield / Orion should have a safe and clearly marked / signposted cycle route connecting them."</p> <p>"Signage directing people to the Haig Street Quarry from this location as people like to extend walks to other features."</p>
CYCLING Safe, Inclusive and Creative	<ul style="list-style-type: none"> ▪ Safety from traffic ▪ More paths separated from traffic ▪ New designated cycling lanes on roads ▪ Wider shoulders along roads 	<p>"Primary issue is separation of cyclists from vehicles (1st - cycleway, 2nd - separate marked lane, 3rd - shared use streets in low traffic/speed areas), across a network of routes connecting different hubs (CBD, Goodna, Springfield, Rosewood)."</p> <p>"100kph zone with no shoulder to ride on. a lot of trucks making some close calls. Need to have a wide shoulder to safely ride on."</p> <p>"There is no bike lane or green marking on the road to indicate where cyclists should wait to turn right into Old Toowoomba Road from Lobb Street."</p> <p>"The section from Bundamba through the new infrastructure at Dinmore could do with road widening and dedicated bike lanes. Current setup is narrow or no space for bikes, its very rough and unlevel and the side of the road is not regularly maintained."</p> <p>"This designated bikeway/walkway is brilliant, great idea it would be awesome to see more of this in our area."</p>
NON-WALKERS AND NON-CYCLISTS Safe, Inclusive and Creative	<ul style="list-style-type: none"> ▪ Feeling safe: from crime, traffic and roaming dogs ▪ More lighting and visibility 	<p>"To feel safe. I am a new, female homeowner in Ipswich in my late 20's who moved from Brisbane. I don't really feel safe walking around Ipswich in park areas. To feel safe, I'd like obvious security measures and deterrents of crime and drug use in the areas where young women would want to walk. Rangers/ police presence, visibility, bright lighting, cctv footage, not many objects on the side of the path that people could hide behind to catch you unaware. Safety is something that is on most young women's minds at all times unfortunately if they are alone. Making a space so appealing that it has high usage would also help (the more people there are, the safer a place can feel). It doesn't matter how nice a spot is, if it doesn't feel 100% safe for young women, they are unlikely to use it. I love being outside and I love going for walks. I would love for there to be a gorgeous walking path and area that feels super safe."</p> <p>"Pathways to the cycling area. Safe from dogs and crime."</p> <p>"Lighting and popularity"</p>







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