Priority Route Map 33

South East Queensland Principal Cycle Network

The routes shown are indicative and exist to guide further planning that will determine the precise routes and design of cycle facilities.

Note: While every care has been taken to ensure the accuracy of this data, Transport and Main Roads Queensland accept no responsibility or liability for loss or damage resulting from any error or omission in the information contained in this production. Users of this map are advised to verify this information by independent means and to contact Transport and Main Roads Queensland as a result of any inaccuracy or inconsistency in any map or figure therein.
17 October 2018

MEMORANDUM

TO: ACTING INFRASTRUCTURE PLANNING MANAGER
FROM: TRANSPORT PLANNER
RE: IGO RISK MANAGEMENT STRATEGY

INTRODUCTION:

This is a report by the Transport Planner dated 17 October 2018 concerning the development of the iGO Risk Management Strategy, a key deliverable of iGO - the City of Ipswich Transport Plan.

BACKGROUND:

At its Ordinary Meeting on 24 May 2016, Council adopted the City of Ipswich Transport Plan (iGO) as its master plan to shape Ipswich’s transport future (refer Attachment A).

The iGO delivery structure (refer to Figure 1 over) includes the development and implementation of a number of more detailed operational strategies, these being:

- Risk Management;
- Resourcing; and
- Performance & Data.

The Delivery Chapter within iGO lists a number of mechanisms that will make for the effective delivery of iGO. ‘Risk Management’ is one of these mechanisms, which highlights;

“Risks, constraints and conflicts involved with the delivery of iGO (i.e. political will at all levels of government, community involvement, funding issues etc.) will need to be identified and properly managed.” – page 161 of iGO
Table 38 of iGO, identifies a number of short term and on-going delivery actions. One of the delivery actions from this table (D12) identifies the need to develop and implement an iGO Risk Management Strategy to identify, manage and mitigate potential risks, constraints and conflicts relating to the successful delivery of iGO.

Figure 1 – iGO Delivery Structure
iGO RISK MANAGEMENT STRATEGY:

Purpose

The purpose of the iGO Risk Management Strategy (RMS) is to provide an independent assessment of the risks associated with the implementation of iGO. A copy of the completed iGO RMS is provided in Attachment C.

Strategy Development and Consultation

The project was conducted over a period from November 2016 to March 2017. In order to assist with the development of the iGO RMS, the following activities were undertaken:

- Review of iGO, available iGO action plans and other relevant reports (e.g. Advance Ipswich etc.);
- Interviews with nine key stakeholders involved with the development of iGO;
- Two online surveys with internal and external stakeholders to expand the understanding of the risks involved with the delivery of iGO, completed by 42 people;
- Literature review of similar transport plans, risk reviews and strategic risk projects of major public infrastructure; and
- Inputs from experts in the fields of parking, active travel and freight management risks.

Project Deliverables

The iGO RMS has produced the following deliverables:

- An assessment of the strengths and opportunities of iGO and the implications of non-delivery;
- The identification of key risk themes and core messages from stakeholders;
- The development of a Risk Register, outlining risks and opportunities associated with the delivery of iGO, risk ratings and commentary as to how to avoid, transfer or to mitigate the risk where possible; and
- A visual representation of the categories within the risk register, highlighting the most significant risks to the successful delivery of iGO.

Key Risks to the Successful Implementation of iGO

The risks identified through the consultation process and literature review were grouped into risk categories and given a risk rating to assist with the prioritisation of risks. This rating was measured using two variables, the likelihood of the risk occurring and the consequence of the impact upon the achievement of iGO’s objectives. Figure 2 provides a visual representation of the relative ratings of the risk categories.
The results of the report indicate that the key risks likely to be associated with the delivery of iGO relate to:

- Community acceptance of the ‘travel demand management’ approach to transport planning, rather than ‘travel demand satisfaction’
- Addressing entrenched travel behaviours
- Obtaining buy in from transport agencies
- Advocating for funding for projects where the benefits and returns are not immediate
• Managing the backlash from the commercial impacts of iGO on businesses
• Delivering iGO in line with rapid population growth
• Balancing transport needs with geographical constraints and cultural values
• Catering for, and realising benefits from, transport related technological changes

Of the key risks identified, the most significant risks to the successful delivery of iGO were political support (from all levels of Government) and adequate and timely funding. In both instances the risks are highly likely to materialise and if not addressed, represent an unacceptable risk to the successful delivery of iGO.

Of equal or potentially greater importance to these risks, are the risks to the City of Ipswich should iGO not be substantially delivered. Given the rapid rate at which Ipswich’s population is expected to grow over the coming years, adopting a ‘business as usual’ approach to transport planning is not economically, socially or politically feasible and failure to act now will have significant negative impacts on the city, including:

Commercial
• Loss of workplace productivity due to increasing commute times
• Loss of valuable human resources to Brisbane and other employment centres due to their relative ease of access
• Difficulty attracting and retaining businesses that rely heavily on efficient transport networks e.g. freight and logistics companies
• Fall in demand at local retail precincts due to accessibility issues

Property
• Negative impact on property values due to lack of alternate transport options, particularly in newer (outlying) residential developments
• Properties in established, inner city areas adversely affected by congestion and increasing limitations on street parking
• New roads and capacity upgrades may generate additional impacts on adjoining properties (e.g. heritage, environmental, commercial etc.)
• An expanded road network will create more road reserve, therefore more operational and maintenance responsibility for Council

Social
• Increased social divisions between car and non-car owning residents, inner vs. outer city residents
• Decreased cohesion with and across local communities due to divisions created by new and widened roads

Technology
• Inability of Ipswich to respond to and accommodate new modes of transport e.g. autonomous vehicles, electric vehicles, low emission buses
Health
- Sedentary lifestyles due to continued reliance on vehicle-based transport
- Negative physical and mental health impacts as a result of the above

Environmental
- Environmental damage caused by increased emissions
- Loss of public land required for recreation and environmental purposes to expand road networks

NEXT STEPS:
The iGO RMS will be used by Council to:
- Reduce the chances of a failure to deliver key elements of iGO;
- Understand and communicate the implications of the non-delivery of iGO;
- Provide guidance to management to deliver iGO;
- Develop a risk management system for iGO. It is envisioned that the Risk Register will be further prioritised, reviewed and reported on an annual basis as part of the iGO Annual Report Card (refer Attachment B); and
- Help shape and steer the development of future policy and communications.

CONCLUSION:
The iGO RMS is a key element in the successful delivery of the *City of Ipswich Transport Plan* (iGO). The report provides an independent summary of the key risks associated with the delivery of iGO and highlights the potential consequences to the region should iGO not be substantially delivered. The iGO RMS will be used by Council to manage and mitigate potential risks, constraints and conflicts relating to the effective delivery of iGO.

ATTACHMENTS:

<table>
<thead>
<tr>
<th>Name of Attachment</th>
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</thead>
<tbody>
<tr>
<td>City of Ipswich Transport Plan (iGO) Committee Report</td>
<td>Attachment A</td>
</tr>
<tr>
<td>2017-2018 iGO Annual Report Card</td>
<td>Attachment B</td>
</tr>
</tbody>
</table>

CONFIDENTIAL BACKGROUND PAPERS:

<table>
<thead>
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<th>Confidential Background Papers</th>
<th>Background Papers</th>
</tr>
</thead>
<tbody>
<tr>
<td>iGO Risk Management Strategy</td>
<td>Attachment C</td>
</tr>
</tbody>
</table>
RECOMMENDATIONS:

That the Interim Administrator of Ipswich City Council resolve:

A. That the contents of the iGO Risk Management Strategy, as outlined in the report by the Transport Planner dated 17 October 2018, be endorsed.

B. That the Chief Executive Officer communicate and promote the key messages of the iGO Risk Management Strategy with relevant stakeholders.

C. That the iGO Risk Management Strategy Risk Register be reviewed annually and reported as part of the iGO Annual Report Card.

James MacArthur
TRANSPORT PLANNER

I concur with the recommendations contained in this report.

Mary Torres
ACTING INFRASTRUCTURE PLANNING MANAGER

I concur with the recommendations contained in this report.

Tony Dileo
ACTING CHIEF OPERATING OFFICER (INFRASTRUCTURE SERVICES)
ITEM 4

29 April 2016

MEMORANDUM

TO: INFRASTRUCTURE PLANNING MANAGER

FROM: PRINCIPAL TRANSPORT PLANNER

RE: CITY OF IPSWICH TRANSPORT PLAN (iGO) —FINAL DOCUMENT

__________________
CITYWIDE “(Amended at City Infrastructure and Emergency Management Committee No. 2016(02) of 16 May 2016)”

INTRODUCTION:

This is a report by the Principal Transport Planner dated 29 April 2016 concerning the finalisation of the development of the City of Ipswich Transport Plan (branded ‘iGO’) and the proposed adoption if its outputs, outcomes and actions to advance the City’s transport system to a sustainable future.

BACKGROUND:

Transport plays a fundamental part of our daily lives. In a growing city, getting transport right is a key foundation of jobs growth and to protect our lifestyle and wellbeing.

A core deliverable of local governments is to plan, construct, operate and maintain local transport infrastructure such as roads, footpaths, bikeways and parking. They are also responsible for developing and implementing policies and programs relating to land use, public safety, economic development and active lifestyles that impact on why and how the community chooses to travel.

At its Ordinary Meeting on 25 January 2012, Council resolved to formally prepare its first long term, strategic and integrated transport plan for Ipswich [refer to Item 4 tabled at the City Works Committee No. 2012(01)]. This was a key action of the Ipswich Community Plan (i2031) and the subsequent Advance Ipswich.
The finalisation of iGO is the culmination of four years of strategic planning effort by Council including best practice research, visioning, demand forecasting, scenario testing, stakeholder engagement and report writing.

**CONTEXT:**

iGO:

- Is Council’s master plan / strategy for the city’s transport future;
- Outlines Council’s aspirations to advance Ipswich’s transport system to accommodate a future citywide population of 435,000 people;
- Is the city’s first *integrated* transport plan that takes into account all modes of land transport;
- Is a high level longer term planning document with a citywide perspective;
- Will inform Council’s transport policy and investment decision making to ensure that the city is well served by a sustainable and economically viable transport system in the future;
- Includes a program of major infrastructure projects as well as a suite of low cost initiatives;
- Will be used as an advocacy tool to secure funding from higher levels of government for transport initiatives.
- Will need to be delivered in partnership with the community, business operators, the Australian and Queensland Governments and private sector investors.

**REPORTING:**

As part of the development of iGO, six previous reports have been submitted to Council (through the Standing Committee governance process) for their consideration and adoption. These are outlined in Table 1.

<table>
<thead>
<tr>
<th>SUBJECT</th>
<th>COUNCIL ORDINARY MEETING DATE</th>
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<tbody>
<tr>
<td>Initiation</td>
<td>25 January 2012</td>
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<tr>
<td>Key Deliverables &amp; Governance Framework</td>
<td>14 August 2012</td>
</tr>
<tr>
<td>Scoping &amp; Issues Paper</td>
<td>19 February 2013</td>
</tr>
<tr>
<td>Progress Update</td>
<td>2 December 2014</td>
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</table>
The proposed final iGO document is outlined in Attachment A.

Outcomes & Background

iGO’s outcomes and background were considered by Council at its Ordinary Meeting on 23 October 2015 – refer Attachment B. This includes information relating to its drivers, naming, branding, horizon, context, scope, aspirations, governance arrangements and policy focus areas.

Feedback Log

A log of the feedback received as part of the iGO’s stakeholder engagement process, and Council’s response to this feedback, were considered by Council at its Ordinary Meeting on 1 March 2016 – refer Attachment C.

Differences

The differences between the draft and final iGO are relatively minor and were based on feedback received internally from Council’s Planning & Development Department and externally from Queensland Government agencies and members of the community. The differences are outlined in Table 2 (over).

Proposal

It is proposed that the final iGO document and its outcomes be:

(i) Adopted as Council’s master plan / strategy to shape Ipswich’s transport future;

(ii) Used to inform and guide future transport policy and investment decision making;

(iii) Used as an advocacy tool to assist with securing funding from higher levels of government for transport initiatives; and

(iv) Promoted within the Ipswich community and to other key stakeholders including the Australian and Queensland Governments and private sector investors.

<table>
<thead>
<tr>
<th>CHAPTER</th>
<th>SECTION</th>
<th>ADJUSTMENT DETAILS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduction</td>
<td>Previous Work</td>
<td>Delete reference to the Ipswich Area Transport Strategy conducted by the Queensland Government. This planning work has not been formally approved.</td>
</tr>
<tr>
<td>Aspirations</td>
<td>Objectives</td>
<td>Elements</td>
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<td></td>
<td>Reference to the State Planning Policy.</td>
<td>Revision of the Priority Infrastructure Area paragraph to better reflect its purposes and intent. Wording provided by Council’s Planning &amp; development Department.</td>
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<tr>
<td></td>
<td>Inclusion of the disclaimer “subject to detailed planning analysis” when referring to increasing residential density along strategic bus corridors. This includes Action LUS.</td>
<td>Inclusion of a Land Use Action of “promoting development in areas where existing or future transport systems can be sustainably accommodate travel needs” – refer Action LUB.</td>
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<td>Revision of the boundary of the Ebenezer Regional Industrial Area on Map 1 to better reflect that in the Ipswich Planning Scheme Implementation Guideline.</td>
</tr>
<tr>
<td>Land Use</td>
<td>Revision of the Priority Infrastructure Area paragraph to better reflect its purposes and intent. Wording provided by Council’s Planning &amp; development Department.</td>
<td>Deletion of reference to the Springfield Infrastructure Agreement including associated table.</td>
</tr>
<tr>
<td>Public Transport</td>
<td>Deletion of reference to the Springfield Infrastructure Agreement including associated table.</td>
<td>The public transport policy focus area of “compact and mixed land uses” in the draft iGO was replaced with the policy focus areas of “accessibility” based on feedback received from Translink and the fact the compact and mixed land use was in essence a double up from the Land Use policy focus areas.</td>
</tr>
<tr>
<td>Public Transport</td>
<td>Deleting the reference to the perceived efficiency gains and order of cost of the Automatic Train Protection System in the Public Transport section. Making reference to rail station platform heights to improve patron accessibility in the Public Transport Section.</td>
<td>Changing “Passenger Transport System Plan” to “Public Transport Advocacy and Action Plan” in Action PT7 to better align with the iGO Delivery Structure Section</td>
</tr>
<tr>
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<td>Inclusion of the disclaimer “exact routing to be established by Translink” when referring to the introduction of feeder bus services for Raceview / Flinders View and Chuwar / Karalee as these bus routes may need to go to railway stations other than at Dinmore – refer Map 3. Inclusion of new public transport action “Expand park ‘n’ ride facilities at Dinmore and Redbank Stations – refer Action PT19 and Karrabin Station – refer Action PT23.</td>
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<td>Making reference to the 2015 version of the South East Queensland Principal Cycle Network Plan rather than the 2007 version. This includes changes to the text as well as Map 4.</td>
<td>Further clarification that developers are responsible for the construction of new local roads including major collector streets and collector streets.</td>
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</tr>
<tr>
<td>Roads</td>
<td>Addition of the several bikeways: - “Springfield Town Centre ‘spine’ route” – refer Action AT9. - Brisbane Road between Stafford Street and River Road – refer Map 5 - Ipswich Motorway veloway at Redbank / Goodna (existing) – refer Map 5</td>
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KEY MESSAGES:

The key messages that can be taken from iGO are outlined in Table 3.

<table>
<thead>
<tr>
<th>TABLE 3 iGO - KEY MESSAGES</th>
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</table>
| 1 Proper investment & clever new thinking | • Suite of low cost initiatives (infrastructure & community programs) and major infrastructure investments  
• Travel behaviour change to more sustainable travel modes  
• Embracing new transport related technologies |
| 2 Cars will continue to play an essential role | But government cannot afford to build our way out of traffic congestion (that is, car being the primary mode at current proportions) |
| 3 Safe, reliable & resilient road network | But not necessarily efficient during times of peak demand. Some congestion during peak times will need to be expected and accepted by motorists. |
| 4 Make public transport more competitive with the car (e.g. cost, time, convenience, security) | With a focus on professional sector commuter and education trips. |
| 5 Land use / transport integration | • Complete communities (“10 minute Neighbourhood” concept)  
• Compact, mixed use communities in proximity to public transport nodes and corridors  
• All residents needs are provided within the City of Ipswich (“20 minute City” concept) |

DELIVERY FRAMEWORK:

iGO outlines a generational change to advance Ipswich to a sustainable transport future. Its delivery will require proper investment, clever new thinking and effective resourcing to achieve its vision, objectives and outcomes. Adopting a “business as usual” approach and attitude to solving transport issues is not likely to deliver the required outcomes in the longer term. iGO’s “non-traditional” approach to transport planning will require visionary leadership and inspiration.

iGO depicts the intent to prepare a series of more detailed Operational Strategies and Network Action Plans that will be used to assist with the delivery of iGO initiatives and to inform future transport policy and investment decision making.

Operational Strategies iGO outlines the intent to prepare three ‘Operational Strategies’ relating to the effective delivery of iGO initiatives. These are:

(1) Resourcing (capital and human);  
(2) Risk Management; and  
(3) Performance & Data
These operational strategies will inform the development of a ‘5 Year Planning Program’ that will contain a list of transport planning projects to be undertaken in the short term. This includes area and corridor studies, feasibility investigations, business cases, policy development, advocacy activities, data collection and analysis and concept design work.

**Network Action Plans** iGO outlines the intent to prepare seven ‘Network Action Plans’ relating to the effective delivery of iGO initiatives. These are:

1. Active Transport;
2. Public Transport;
3. Road Safety;
4. Parking (update existing);
5. Freight;
6. Local Area Traffic Management Schemes (traffic calming); and
7. Wayfinding, Direction Signs and Route Markers

Whilst aligning with the outcomes of iGO, the Network Action Plans will:

- Provide more detail on each individual network element and a prioritised list of projects for future investment and implementation; and
- Inform the development of Council’s ‘10 Year Transport Infrastructure Investment Plan’ that will be updated annually.

**SHORT TERM ACTIONS:**

The development of the iGO Operational Strategies and iGO Network Action Plans will be undertaken in the short term and sequentially reported to Council for consideration and adoption. It is proposed that the first network action plan to be developed will be the ‘iGO Active Transport Action Plan’.

Short term iGO actions for priority planning, policy, advocacy and/or investment effort are outlined in Table 4 (over).

<table>
<thead>
<tr>
<th>TABLE 4</th>
<th>PRIORITY SHORT TERM iGO ACTIONS</th>
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<tbody>
<tr>
<td>ACTION</td>
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<tr>
<td>Redbank Plains Rail Line Extension</td>
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<tr>
<td>DETAILS</td>
<td>Extend the railway line from Springfield Central to Redbank Plains (with new stations at Keidges Road and School Road).</td>
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<tr>
<td><strong>Norman Street Bridge</strong></td>
<td>Prepare a detailed Business Case for the Norman Street Bridge and seek external funding for its construction.</td>
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<tr>
<td><strong>Public Transport Advocacy &amp; Action Plan</strong></td>
<td>Develop a Public Transport Advocacy and Action Plan for Ipswich (including information on bus corridors, bus priority measures and high frequency rapid bus services) and then undertake liaison and lobbying efforts with the Queensland Government accordingly.</td>
</tr>
</tbody>
</table>
| **Active Transport Action Plan** | Develop and implement a detailed Active Transport Action Plan for Ipswich. This should include the following:  
- Network plans (based on an identified functional and user hierarchy);  
- Planning & completing the Brassall and Goodna Creek commuter bikeways;  
- Investigate ‘green’ bridges over the Bremer River in the Ipswich City Centre (e.g., Woodend to North Ipswich);  
- End of trip facilities;  
- Fix “1 percenters” (small pedestrian and cyclist safety and mobility improvements);  
- Education and promotional activities; and - Bikeway investment program. |
| **Complete Communities** | Advocate for the ‘complete communities’ concept through various transport planning, land use planning, development assessment and business development activities. |
| **Parking** | • Implement the parking priority hierarchy in the Ipswich City Centre; and  
• Development and implement a Parking Pricing Strategy. |
| **Road Network Development** | • Develop and implement a Road Safety Strategy for Ipswich;  
• Invest in the road network development program including the following strategic links:  
  - Gordon St - Marsden Parade Link (Ipswich Central);  
  - Brisbane St - Old Toowoomba Rd Link (West Ipswich to One Mile);  
  - Redbank Plains Road (Redbank Plains); and  
  - Springfield-Greenbank Arterial (Springfield Central). |
| **Travel Demand Management** | • Support and expand the Healthy & Active School Travel Program; and  
• Support, partner and sponsor community initiatives that promote road safety, sustainable travel behaviour and new transport related technologies. |

**CONCLUSION:**

The City of Ipswich Transport Plan (branded as ‘iGO’) has been finalised and is ready for formal adoption by Council.

The finalisation of iGO is the culmination of four years of strategic planning effort by Council and its development is a key action of the Advance Ipswich Plan.
iGO is Council’s master plan for the city’s transport future and outlines Council’s aspirations to advance Ipswich’s transport system to accommodate a future citywide population of 435,000 people. It is a high level longer term planning document with a citywide perspective. It will be used to inform Council’s transport policy and investment decision making and as an advocacy tool to secure funding from higher levels of government for transport initiatives.

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<tr>
<td><strong>Attachment A</strong></td>
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<tr>
<td>Final iGO Document</td>
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<td>Part 1</td>
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<td>Part 2</td>
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<td><strong>Attachment B</strong></td>
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<tr>
<td>Report to Council dated 3 October 2015</td>
<td>Attachment B</td>
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<tr>
<td>Considered by Council at Ordinary Meeting on 23 October 2015</td>
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<td>Draft iGO</td>
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<td><strong>Attachment C</strong></td>
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<tr>
<td>Report to Council dated 11 February 2016</td>
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<tr>
<td>iGO Feedback Log</td>
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RECOMMENDATION:

A. That the final *City of Ipswich Transport Plan* (iGO), as outlined in Attachment A of the report by the Principal Transport Planner dated 29 April 2016, be adopted as Council’s master plan / strategy to shape Ipswich’s transport future and thus:

   (i) Used to inform and guide future transport policy and investment decision making;

   (ii) Used as an advocacy tool to assist with securing funding from higher levels of government for transport initiatives; and

   (iii) Promoted within the Ipswich community and to other key stakeholders (including its outcomes and key messages).

B. That the Chief Executive Officer (or delegate), in consultation with the Mayor and Councillors, commence the delivery of the City of Ipswich Transport Plan (iGO) as adopted in Recommendation A (above). *(Amended at City Infrastructure and Emergency Management Committee No. 2016(02) of 16 May 2016.)*

Nick Prasser

PRINCIPAL TRANSPORT PLANNER
I concur with the recommendations contained in this report.

Tony Dileo
INFRASTRUCTURE PLANNING MANAGER

I concur with the recommendations contained in this report.

Charlie Dill
CHIEF OPERATING OFFICER (INFRASTRUCTURE SERVICES)
The population of Ipswich has grown to 190,000 and is expected to more than double over the coming decades. The City of Ipswich is proactive in developing strategies to help manage this growth and ensure the wellbeing of residents. The iGO strategy has been developed in conjunction with the City’s engineers and transport planners, and will assist in meeting our future transport needs.

With growth comes challenges, and it is important that we work together to ensure our residents have access to all modes of transport and that the environment is not compromised. With the right approach, we can utilise our transport infrastructure to enhance the quality of life for residents and visitors alike.

I dedicate iGO to you as a key strategy for Ipswich’s sustainable future and look forward to its implementation over the coming years.

Yours sincerely,

Councillor Cheryl Bromage
CHAIR - CITY INFRASTRUCTURE COMMITTEE and iGO STEERING COMMITTEE

Foreword

Whether by train, bus, car, bicycle or on our feet, transport plays a fundamental part of our daily lives. It moves us where we need to go and connects us to the wider world. When it goes well, we are able to travel easily and safely. When it goes wrong, we may experience delays, frustration and inconvenience.

With Ipswich growing rapidly, managing traffic congestion is an essential part of our daily life. The City of Ipswich is committed to providing a range of transport options to ensure our residents have access to all modes of transport.

The City of Ipswich’s iGO strategy focuses on developing a balanced approach to transport that reduces traffic congestion and supports the growth of our city.

The iGO strategy includes the development of a range of initiatives to encourage residents to use alternative transport options. These initiatives include the introduction of new bus services, the expansion of the rail network and the development of new cycling infrastructure.

I look forward to working with you to bring this transport vision to fruition. Together, we can make a prosperous, sustainable and liveable future for Ipswich that our grandchildren can be proud of.

Regards,

Mayor Paul Pisasale
CITY OF IPSWICH

I dedicate iGO to you as a key strategy for Ipswich’s sustainable future and look forward to its implementation over the coming years.

Councillor Cheryl Bromage
CHAIR - CITY INFRASTRUCTURE COMMITTEE and iGO STEERING COMMITTEE
Ipswich City Council recognises the Traditional Owners of the Ipswich region the Yagara People, consisting of the Jagera, Yugaral and Jindabyne Clan, and pays respect to the Elders past and present. We respect their cultural heritage beliefs and connection to the land. We acknowledge that they are of continuing importance to the Yagara People living today.
Ipswich's population has grown to 190,000 and is expected to more than double over the next 20 years. iGO outlines Council’s aspirations to advance Ipswich’s transport system and guide future investment decision making.

Transport Issues and Challenges

1. High Car Use
2. Population Growth
3. Lost Beauty Public Transport System
4. Roads
5. Freight
6. Active Transport
7. Land Use and Transport Integration
8. Roads
9. Parking
10. Connecting SEQ 2031

Travel Demand Management
- Active Transport
- Land Use and Transport Integration
- Roads
- Parking
- Connecting SEQ 2031

Culture Shift
- Clever new thinking and strong leadership to make sustainable transport decisions. This includes new never before heard words in the transport and transport policy mix.
- Incorporating new concepts such as: Travel behaviour change
- Taking a ‘demand management’ approach to car trips and travel (demand management frameworks i.e. employee car share plan, car parks for roads and public transport)
- The development and uptake of new transport related technology
- Influencing institutional frameworks (e.g. employee core work hours)
- Using innovation in regards to the cost and financing of new infrastructure.

Key Messages
- Proper Investment and clever new thinking
- Suite of local cost initiatives (infrastructure and community programs) and major infrastructure investments
- Travel behaviour change to more sustainable transport modes
- Safe, reliable and resilient road network
- But not necessarily efficient during times of peak demand. Some congestion during peak times will need to be accepted.
- Make public transport more competitive with the car (e.g. cost, time, convenience, security)
- With a focus on white collar commuter and education trips

Land Use/Transport Integration
- ‘10 minute neighbourhood’
- ‘20 minute city’

Key Outcomes
- Facilitating travel mode choices
- Reducing Ipswich resident’s dependency on the car by facilitating competitive, attractive and sustainable travel mode choices through the provision of quality transport infrastructure and incentives/disincentives.

Transport and Land Use Integration
- Fostering the development of strong, compact and connected mixed use activity centres and complete communities.

“...we’ve been building cities as if the most important element is the car. We should be building like the most important element is the people.”

Brent Toderian
Former Chief Planner, Vancouver, Canada

Private Car

Public Transport

Walking

Cycling

Total

Current

Ipswich's population has grown to 190,000 and is expected to more than double over the next few decades. iGO is Ipswich City Council’s plan for a sustainable transport system and guide future investment decision making.

Fast Facts

<table>
<thead>
<tr>
<th>Transport Mode</th>
<th>Daily Trips</th>
<th>Mode Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private Car</td>
<td>650,000</td>
<td>84.5%</td>
</tr>
<tr>
<td>Public Transport</td>
<td>42,000</td>
<td>6.5%</td>
</tr>
<tr>
<td>Walking</td>
<td>55,000</td>
<td>8.5%</td>
</tr>
<tr>
<td>Cycling</td>
<td>3,000</td>
<td>0.5%</td>
</tr>
<tr>
<td>Total</td>
<td>650,000</td>
<td>100%</td>
</tr>
</tbody>
</table>

Current

<table>
<thead>
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<th>Mode Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private Car</td>
<td>1,500,000</td>
<td>75%</td>
</tr>
<tr>
<td>Walking</td>
<td>165,000</td>
<td>11%</td>
</tr>
<tr>
<td>Public Transport</td>
<td>165,000</td>
<td>11%</td>
</tr>
<tr>
<td>Cycling</td>
<td>45,000</td>
<td>3%</td>
</tr>
<tr>
<td>Total</td>
<td>1,500,000</td>
<td>100%</td>
</tr>
</tbody>
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Ipswich's population has grown to 190,000 and is expected to more than double over the next few decades. iGO is Ipswich City Council’s plan for a sustainable transport system and guide future investment decision making.

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**iGO Summary**

**Objectives**

1. Invest in infrastructure and community programs that will attract school trips:
   - <3km to active transport modes; and
   - >3km to buses and car pooling programs.

2. Engaging with major employment generators to develop Sustainable Workplace Travel Plans.

3. Supporting, undertaking and/or sponsoring campaigns and events that promote road safety and sustainable transport modes.

4. Implement a program of road network development projects. In the short term this includes:
   - Norman Street Bridge business case to secure funding for its construction;
   - Gordon Street – Marsden Parade Link (Ipswich Central);
   - Brisbane Street – Old Toowoomba Rd Link (West Ipswich to One Mile);
   - Redbank Plains Road (Redbank Plains); and
   - Springfield-Greenbank Arterial (Springfield Central);

5. Develop and implement detailed strategies and action plans relating to:
   - Road Safety;
   - Traffic Calming Schemes; and
   - Direction Signs and Route Markers.

6. Support and enable technological advances in the delivery and management of road transport (including construction, vehicle and driver innovations).

7. Investigate, trial and implement initiatives to better use existing road assets including:
   - Sweating existing traffic signals through optimising phasing;
   - Allowing left turns on a red traffic signal;
   - Support and enable technological advances in the delivery and management of road transport (including construction, vehicle and driver innovations).

8. Continue the planning and development of the Inland Rail Project/Southern Rail Freight Corridors.

9. Continue to identify, plan for and protect future and existing "places for freight".
   - Promote and support the use of Performance Based Solutions (PBS) heavy vehicles

10. Continue to implement and revise the Ipswich Parking Strategy and Ipswich City Centre Commuter Parking Action Plan including:
    - Parking prioritisation hierarchy;
    - Parking Management Plans (for various precincts in the Ipswich City Centre); and
    - Parking Pricing Strategy

11. Revise the parking rates in the Ipswich Planning Scheme to promote sustainable travel behaviour.

**Policy Focus**

- **Land Use**
  - "Complete Communities" urban model in greenfield areas
  - Mixed use development within 400-800m of public transport nodes and strategic public transport corridors
  - Continued application of the SEQ Regional Plan urban growth boundary
  - Preserve land required for future transport corridors

- **Active Transport**
  - Developing and implement a detailed Active Transport Strategy
  - Plan and implement commuter bikeways between:
    - Ipswich City Centre and Brassall, Yamanto, Deebing Heights and Ripley;
    - Springfield Central and Redbank Plains, Augustine Heights and Bellbird Park.
  - Expansion of the Healthy Active Schools Program

- **Roads**
  - Roads:
    - Implement a program of road network development projects. In the short term this includes:
      - Road Safety;
      - Traffic Calming Schemes; and
      - Direction Signs and Route Markers

- **Freight**
  - Continue to identify, plan for and protect future and existing "places for freight".
  - Promote and support the use of Performance Based Solutions (PBS) heavy vehicles

**Affordability**

- Effective Investment
  - ONE NETWORK
  - SAFETY
  - HORISON
  - VISION
  - OBJECTIVES
  - POLICY FOCUS

**Sustainability**

- Reliability
  - Partnerships
  - Healthy Active Schools Program

**One Network**

- Ipswich transport system is safe and reliable and provides for the sustainable movement of people and goods for all travel modes.

**Affordability**

- Effective Investment
  - ONE NETWORK
  - SAFETY
  - HORISON
  - VISION
  - OBJECTIVES
  - POLICY FOCUS

**Sustainability**

- Reliability
  - Partnerships
  - Healthy Active Schools Program

**iGO: Moving Ipswich Forward**

Ipswich's transport system is safe and reliable and provides for the sustainable movement of people and goods for all travel modes. Enabling new parking related technologies.
EXECUTIVE SUMMARY

Transport is a fundamental component of our everyday lives. If cities are to function effectively and be productive, sustainable and attractive places to live, work, recreate and visit then viable travel choices need to be provided.

Introduction

Background

The City of Ipswich Transport Plan (branded as iGO) is Ipswich City Council’s masterplan for Ipswich’s transport future. It outlines Council’s aspirations to advance the city’s transport system to accommodate a future population of 435,000 people, a target set by the Queensland Government in the South East Queensland Regional Plan.

For this amount of people, the number of trips made per day in Ipswich is projected to increase from the current 450,000 to approximately 1.5 million. This presents both opportunities and challenges for governments and the community moving forward.

Whilst the car will continue to play an important role in the way people travel, building more and more road space just for cars to alleviate traffic congestion during peak hours is not a sustainable or affordable outcome and will simply lead to more car use and traffic congestion.

Therefore, for Ipswich to progress in a sustainable, liveable and prosperous way, there will need to be a mix of proper investment with clever new thinking. This includes:

- Shifts to more sustainable travel modes for particular trips;
- Making better use of existing assets;
- Reducing trip lengths through good land use outcomes;
- Spreading of travel demand to outside peak hours;
- Embracing technology and partnerships; and
- Fostering new attitudes and awareness for making sustainable transport decisions.

Context

The Advance Ipswich Plan provides Council’s overarching vision for the city’s future. A key action of the Advance Ipswich Plan is to develop and implement an integrated transport plan that provides a platform for enabling sustainable travel choices.

iGO also takes the Queensland Government’s regional transport plan (called Connecting SEQ 2031) to the city level.

Need

Ipswich’s population is forecast to more than double over the coming decades. A long term integrated transport plan for Ipswich is required to provide guidance on future policy and investment decisions to cater for increases in travel demand as a result of this population growth.

Horizon

Ipswich’s population has grown to 190,000. The Queensland Government has forecast a population for Ipswich of 435,000 by 2031. Given the ambiguity on reaching this population by 2031, the iGO horizon is the 435,000 population target rather than a timeframe.

Previous Work

In the past, the Queensland Government and Council have undertaken planning for various elements of the transport system either on an individual mode, area or corridor basis. iGO is Ipswich’s first ever integrated transport plan.

Scope

iGO is a citywide, long term (15+ year) and high level aspirational document that provides the overarching direction and guidance on how to overcome transport issues and challenges and achieve the identified transport vision, objectives and targets for Ipswich.

Assumptions

- The cost of fuel will continue to be volatile;
- There is a need to provide for transport requirements of those residents who do not have access to a car;
- iGO should give effect to the Advance Ipswich Plan; and
- Providing active and public transport options will contribute to a sustainable and healthy city.

Issues

Issues affecting a sustainable transport future for Ipswich and the key drivers for change include

1. High Car Use
2. Population Growth
3. Low Density Suburban Form
4. Uncompetitive Public Transport System
5. Parking
6. Freight Movements
7. Physical Inactivity
8. Constrained Fiscal Environment
9. Fuel and Climate Change
10. Limited Space
Principle Approach

One Network

All levels of government will need to work together and collaboratively with all relevant stakeholders to ensure the integrated transport system is delivered in the most effective and efficient manner. The local government from the nine local government areas that make up Ipswich, the Queensland Government (through the Department of Transport & Main Roads and TransLink) and the three interstate transport operators (Queensland Rail, Queensland Government and TransLink) will each play a critical role in the delivery of the integrated transport system.

Safety

Public safety is of the utmost importance to all transport authorities and providers.

Reliability

This ensures travel times for the same trip is similar each time it is taken to allow people to plan their journey accordingly.

It should be noted that the aim is to have the road network to perform reliably for private vehicle trips - but not necessary efficiently during peak hours.

Sustainability

This includes taking into account the short and longer term environmental, economic, social and cultural interests of Ipswich and its community that takes into account the needs of future generations.

Partnerships

Collaboration and liaison with key transport, traffic and road safety organisations such as the Queensland Department of Transport & Main Roads, TransLink, Queensland Rail, the Queensland Police Service and other stakeholders as required.

Partnering and collaborating with tertiary institutions, emergency services, the health sector, business organisations and transport-focused advocacy and stakeholder groups where possible.

Actively engaging and facilitating community groups where required and possible.

Seeking funding opportunities and partnerships between all level of government as well as with the private sector.

Sponsorship, ‘in kind’ support and seed funding to initiatives, events and organisations that relate to road safety, travel behaviour change and transport and travel innovation.

Affordability

iGO will be delivered in a cost-effective and fiscally responsible manner. Implementation will adhere to the balancing process set out in Council’s Financial Sustainability Framework.

Effective Investment

Major investment decisions will be linked to the sustainable outcomes outlined in Advance Ipswich, Connecting SEQ 2031 and the long-term forecasts made by the Queensland Government and TransLink. Council will also provide leadership in regards to:

- Supporting and enabling new technology;
- Sponsorship of road safety and travel behaviour change initiatives; and
- Seeking and facilitating investment partnerships.

Aspirations

Vision

“Ipswich’s transport system is safe and reliable and provides for the sustainable movement of people and goods for all travel modes.”

Objectives

iGO’s objectives are outlined in Table E2.

Targets

To meet the vision and objectives of iGO, aspirational travel mode share targets have been set for Ipswich.

Current

Table E1: Daily Trips by Sustainable Modes

<table>
<thead>
<tr>
<th>Mode</th>
<th>Current Share</th>
<th>iGO Target Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private Vehicle</td>
<td>52%</td>
<td>40%</td>
</tr>
<tr>
<td>Public Transport</td>
<td>22%</td>
<td>40%</td>
</tr>
<tr>
<td>Walking</td>
<td>12%</td>
<td>40%</td>
</tr>
<tr>
<td>Cycling</td>
<td>5%</td>
<td>40%</td>
</tr>
<tr>
<td>Working from Home</td>
<td>5%</td>
<td>40%</td>
</tr>
</tbody>
</table>

Ipswich has a safe, effective, affordable and connected transport system for all modes

Ipswich has a convenient and competitive public transport system

Ipswich is well connected for business, freight and visitors, including good connections to and from Brisbane

Ipswich’s transportation system provides a platform for sustainable travel choices and the city’s dependence on the car is reduced

Ipswich’s urban form creates high levels of accessibility to key destinations such as employment, education, retail, healthcare and recreation

Figure E2: iGO Objectives

Table E2: iGO Principles

<table>
<thead>
<tr>
<th>Principle</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>Public safety is of the utmost importance to all transport authorities and providers.</td>
</tr>
<tr>
<td>Reliability</td>
<td>Travel times for the same trip is similar each time it is taken to allow people to plan their journey accordingly.</td>
</tr>
<tr>
<td>Sustainability</td>
<td>This includes taking into account the short and longer term environmental, economic, social and cultural interests of Ipswich and its community.</td>
</tr>
<tr>
<td>Partnerships</td>
<td>Collaboration and liaison with key transport, traffic and road safety organisations such as the Queensland Department of Transport &amp; Main Roads, TransLink, Queensland Rail, the Queensland Police Service and other stakeholders as required.</td>
</tr>
<tr>
<td>Affordability</td>
<td>iGO will be delivered in a cost-effective and fiscally responsible manner. Implementation will adhere to the balancing process set out in Council’s Financial Sustainability Framework.</td>
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<td>Effective Investment</td>
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</tr>
<tr>
<td>- Supporting and enabling new technology;</td>
<td></td>
</tr>
<tr>
<td>- Sponsorship of road safety and travel behaviour change initiatives; and</td>
<td></td>
</tr>
<tr>
<td>- Seeking and facilitating investment partnerships.</td>
<td></td>
</tr>
</tbody>
</table>

INTEGRATED LAND USE AND TRANSPORT PLANNING

Reduce the need to travel by single-occupant vehicle, minimise safety risks and maximise accessibility to destinations via sustainable transport.

OPERATIONAL IMPROVEMENTS

Improve the safety, performance and capacity of the existing network.

TRAVEL DEMAND MANAGEMENT

Identifying opportunities to manage traffic growth and reduce demand for single-occupant vehicle trips, utilise the network more efficiently and provide safe trip alternatives via sustainable modes of transport.

NEW INFRASTRUCTURE

If problems persist, construct new infrastructure where appropriate and cost effective.

INTEGRATED LAND USE AND TRANSPORT PLANNING

Reduce the need to travel by single-occupant vehicle, minimise safety risks and maximise accessibility to destinations via sustainable transport.

OPERATIONAL IMPROVEMENTS

Improve the safety, performance and capacity of the existing network.

TRAVEL DEMAND MANAGEMENT

Identifying opportunities to manage traffic growth and reduce demand for single-occupant vehicle trips, utilise the network more efficiently and provide safe trip alternatives via sustainable modes of transport.

NEW INFRASTRUCTURE

If problems persist, construct new infrastructure where appropriate and cost effective.
Elements
Land Use and Transport Integration

Land use and travel demand are linked. Transport infrastructure is provided to service the demand generated by land use and land use patterns evolve from transport networks. How and where future urban growth is planned and directed in Ipswich will be vital in determining the scope and nature of Ipswich’s future transport system including the realities of reduced car dependency and trip lengths.

Table E3 outlines iGO’s land use/transport integration policy focus with the aim of positively influencing land use patterns and providing Ipswich residents with communities that support sustainable transport choices.

Table E4: Land Use and Transport Integration Policy Focus

<table>
<thead>
<tr>
<th>Policy Focus</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Complete Communities</td>
<td>New developments are designed as “complete communities” with residents having access to a large range of basic everyday goods and services within 10 minutes travel time (10 Minute Neighbourhood).</td>
</tr>
<tr>
<td>Strong Activity Centres</td>
<td>Encouraging the development of a strong hierarchy of activity centres with compact, mixed land uses and a wide range of jobs, services and facilities (20 Minute City).</td>
</tr>
<tr>
<td>Intra-urban density</td>
<td>Increasing density and mix of land uses around major public transport nodes and along major transport corridors (existing and new).</td>
</tr>
</tbody>
</table>

Table E5: Public Transport Policy Focus

<table>
<thead>
<tr>
<th>Policy Focus</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Attracting “choice” riders</td>
<td>Provision of more frequent and direct services, shorter transfer wait times and compact fare structures etc.</td>
</tr>
<tr>
<td>Connecting Key Activity Centres</td>
<td>Provision of quality public transport services to and from activity centres.</td>
</tr>
<tr>
<td>Servicing Greenfield Areas</td>
<td>Serving emerging urban growth areas such as Redbank Plains south, Deebing Heights, McKinnon and Ripley with meaningful public transport services in the interim and in the longer term.</td>
</tr>
<tr>
<td>Enhancing Existing Systems</td>
<td>Enhancing opportunities on the existing rail network to achieve mass transport goals.</td>
</tr>
<tr>
<td>Accessibility</td>
<td>Improving access to public transport services in both a physical and travel information sense.</td>
</tr>
</tbody>
</table>

Key iGO land use/transport integration actions include:

- Containing development within the South East Queensland Regional Plan ‘Urban Footprint’;
- Promote “Complete Communities” and compact, mixed use developments within 400-800m of public transport nodes and corridors through the Ipswich Planning Scheme;
- Facilitate developments that support walking, cycling and the use of public transport; and
- Preserve transport corridors as development occurs.

Active Transport

Almost 50% of car trips are less than 5km in length and a large portion of these trips are for work, education and basic shopping purposes. Sm is an easy cycling distance for most people and distances less than 2km are considered an easy walking distance. This suggests that there are a large number of trips in Ipswich that could potentially be shifted to walking and cycling providing certain barriers are removed.

Table E5 outlines iGO’s active transport policy focus with the aim of developing the active transport network in Ipswich and ensuring that the use of walking and cycling is maximised and the benefits realised.

Table E6: Active Transport Policy Focus

<table>
<thead>
<tr>
<th>Policy Focus</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building Quality Active Transport Networks</td>
<td>Building quality active transport networks to and within activity centres, schools and public transport stations and stops.</td>
</tr>
<tr>
<td>Developing Supportive Active Transport Communities</td>
<td>The design and retrofit of suburbs and communities so that they support active transport networks (ie higher density and mixed land uses, end of trip facilities, shading, lighting etc.).</td>
</tr>
<tr>
<td>Growing an Active Transport Culture</td>
<td>Supporting, encouraging and celebrating an active transport culture in Ipswich.</td>
</tr>
</tbody>
</table>

Key iGO active transport actions include:

- Develop and implement a detailed Active Transport Action Plan which will include a pedestrian and cyclist infrastructure hierarchy and network plan and a prioritised investment program;
- Construction of a network of commuter bikeways linking to and from activity centres; and
- Expansion of the Healthy Active Schools Travel Program.
The road network will remain a major component of Ipswich's transport system. However, as the city grows there will be increasing demands on the road network that will lead to some level of traffic congestion and the need to reorientise road space to more sustainable modes of transport.

Table E6 outlines iGO's roads policy focus with the aim of developing and managing the road network in a way that meets the essential needs of all users while supporting a major shift to sustainable transport modes for certain trip types.

Table E7 outlines iGO's freight policy focus with the aim of increasing freight accessibility and thus supporting economic development, jobs growth and productivity.

Table E8 outlines iGO's travel demand management policy focus with the aim of assisting with the management of parking spaces, supporting local business and encouraging travel behaviour change as part of a new parking paradigm of parking demand management rather than demand satisfaction.

Key iGO roads actions include:
- Investment in a program of road network development projects. In the short term this includes:
  - Norman Street Bridge business case to secure funding for its construction;
  - Gordon Street - Marsden Parade Link (Ipswich Central);
  - Brisbane Street - Old Toowoomba Rd Link (West Ipswich to One Mile);
  - Redbank Plains Road (Redbank Plains); and
  - Springfield-Greenbank Arterial (Springfield Central);
- Development and implementation of a number of detailed strategies:
  - Road Safety;
  - Traffic Calming Scheme; and
  - Direction Signs and Route Markers.

Key iGO freight actions include:
- Inland Rail Project (Southern Freight Rail Corridor);
- Review of the Ipswich Planning Scheme to ensure that developments are designed to cater for Higher Productivity Heavy Vehicles; and
- Continued assessment of heavy vehicle access requests on the local road network outside of pre-approved routes.

Key iGO parking actions include:
- Parking policies can affect land use patterns, amenity of local streets, public and active transport use, levels of urban and traffic congestion. As the city evolves, Council will need to take a more strategic approach to the provision, management and pricing of parking to ensure that it is balanced with a sustainable transport future, particularly in the Ipswich City Centre and the Springfield Town Centre.

Key iGO travel demand management actions include:
- Investment in infrastructure and community programs that will attract school trips:
  - <3km to active transport modes; and
  - >3km to buses and car pooling programs.
- Engaging with major employment generators to develop Sustainable Workplace Travel Plans; and
- Supporting, undertaking and/or sponsoring campaigns and events that promote road safety and sustainable transport modes.
iGO outlines a generational change to advance Ipswich to a sustainable transport future. Its delivery will require proper investment, clever new thinking, effective resourcing and strong leadership to achieve its vision, objectives and outcomes.

Mechanisms

The mechanisms outlined in Table E10 will make for the effective delivery of iGO.

Table E10: Mechanisms

<table>
<thead>
<tr>
<th>Mechanism</th>
<th>Approach</th>
<th>Output</th>
</tr>
</thead>
<tbody>
<tr>
<td>Leadership and Governance</td>
<td>Council will adopt iGO and its aspirations and actions as policy. Council will provide leadership to champion this GO vision and will work to achieve its objectives, targets and outcomes.</td>
<td>Establish GO Steering Group to deliver and monitor GO. Regulate report progress, findings, measures and actions through Council’s standing committee governance process.</td>
</tr>
<tr>
<td>Transport Planning and Operations</td>
<td>iGO will be used by Council as a tool to assist with Council’s transport planning, road safety and traffic management activities.</td>
<td>More detailed network, area and corridor studies. Traffic engineering and design tasks undertaken to align with the outcomes of iGO. 10 Year Road Infrastructure Plan, Annual capital works portfolio, Annual operational budgets, Planning for grants and subsidies.</td>
</tr>
<tr>
<td>Land Use Planning</td>
<td>iGO is its subsequent strategies and studies will be used by Council as a tool to assist with Council’s land use planning and development assessment activities.</td>
<td>Ipswich Planning Scheme, Local Government Infrastructure Plan and Transport Sector Projects.</td>
</tr>
<tr>
<td>Advocacy</td>
<td>iGO will be used by Council as an advocacy tool to assist with attracting investment partnerships and to lobby higher levels of government for improved public transport services.</td>
<td>Advocacy and lobbying efforts (both political and bureaucratic).</td>
</tr>
<tr>
<td>Stakeholder Engagement</td>
<td>The delivery of iGO will require the engagement of stakeholders (including community and user groups, traditional land owners, residents, business operators and developers) using traditional and modern communication methods.</td>
<td>Data collection activities, Implementation of community programs, Public education and promotion initiatives, and Planning and delivery of major transport projects.</td>
</tr>
<tr>
<td>Risk Management</td>
<td>Rules, comments and conflicts involved with the delivery of iGO (e.g. political will at all levels of government, community involvement, funding issues etc.) will need to be identified and properly managed.</td>
<td>iGO Risk Management Strategy.</td>
</tr>
<tr>
<td>Research</td>
<td>To ensure informed decisions can be made in the delivery of iGO, research into various transport and travel issues will be expanded.</td>
<td>Research papers</td>
</tr>
</tbody>
</table>

Key Outcomes

iGO will be delivered with a focus on achieving the following key outcomes:
- Facilitating travel mode choices;
- Transport and land use integration; and
- Culture shift.

Funding and Financing

The current reality of a globally constrained fiscal environment presents a significant challenge for government investment to keep pace with growth. However, it is recognised that there are many benefits of transport investment and that there is also a high cost (in economic, social, environmental and cultural price) of doing nothing.

Providing a more sustainable transport system for Ipswich will significantly reduce the need for investment in significant road capacity upgrades (i.e. providing six-lane roads to service peak hour single occupant car trips). However, significant investment in transport infrastructure, services, community programs, public education, Council resources and technology will still be required over the coming decades to see iGO’s vision, objectives and outcomes come to fruition.

An action from iGO is to develop and implement an iGO Resourcing Strategy, relating to the following elements:
- Costing & affordability analysis;
- Funding needs and gaps;
- Corporate capacity building;
- Inventive funding and financing options;
- Investment priorities; and

Evaluation

iGO includes a number of evaluation measures as outlined in Table E11. The output is the development and implementation of an iGO Performance & Data Strategy.
Background

Transport is integral to the way of life in Ipswich. Roads, footpaths, bikeways, parking and the public transport system allow the Ipswich community to access the goods and services they need, as well as the employment, education, business, recreation and social interaction opportunities which make Ipswich a great place to live.

The City of Ipswich Transport Plan, branded as iGO, is Ipswich City Council’s masterplan for Ipswich’s transport future. It outlines Council’s aspirations to advance the city’s transport network to accommodate a population of 435,000 people, a target set by the Queensland Government in the South East Queensland Regional Plan and with which the city’s land use and infrastructure planning needs to align.

Developing iGO involved a three-fold process:

(i) Identifying the key transport challenges facing Ipswich;
(ii) Setting a vision and objectives for the kind of transport system which is desired for Ipswich in the future; and
(iii) Identifying a suite of policy focuses and actions which will advance Ipswich’s transport towards achieving this vision and objectives.

The development of iGO has required background research, demand forecasting, modelling and scenario testing to be undertaken.

It has also drawn on the wider vision and priorities for Ipswich that Council has already adopted through documents such as the Advance Ipswich Plan and the Ipswich Economic Development Strategy.

While iGO is focused specifically on transport, it is consistent with, and supports, a much broader set of priorities for the future of Ipswich.

iGO is presented in the following sections:

1. Introduction
   This section provides the background, context, need, horizon, previous work, scope, issues and assumptions which have informed the development of iGO.

2. Aspirations
   This section outlines the vision, objectives and mode share targets for the type of transport system iGO is intended to deliver. It outlines the core principles in delivering iGO.

3. Elements
   This section outlines the elements which make up iGO, identifies policy focus areas to guide the delivery of iGO and lists a range of actions and projects.

4. Delivery
   This section outlines how iGO will be delivered including key outcomes, mechanisms, funding and finance arrangements and evaluation techniques.

Context

The future for Ipswich is bright with many opportunities for economic growth and community development identified in the Advance Ipswich Plan.

The Advance Ipswich Plan provides Council’s overarching vision for the city’s future and a framework which outlines how this vision will be achieved. It informs a number of Council’s key planning documents including Council’s Corporate Plan, Operational Plans and annual budgets.

Under the theme of ‘Managing Growth and Delivering Key Infrastructure’, a key action from the Advance Ipswich Plan is to develop and implement an integrated transport plan which provides a platform for enabling sustainable travel choices through the following options:

- The city being well connected for business, freight and visitors;
- A convenient and competitive public transport system; and
- More compact mixed land uses to reduce trip lengths and make travel by public transport, walking and cycling a viable option to the car.

Figure 1: Advance Ipswich Plan (Managing Growth and Delivering Key Infrastructure Theme)
There are a number of other Council strategies and planning documents which directly relate to iGO. These include the Ipswich Planning Scheme and the Ipswich Economic Development Strategy.

In addition to Council’s related documents, there are a number of Queensland Government strategies and plans which have a strong connection to iGO. These documents include the South East Queensland Regional Plan and Connecting SEQ 2031: An Integrated Regional Transport Plan for South East Queensland. A number of these documents are currently being revised. However, the relevance between the new documents and iGO is expected to remain. Figure 2 illustrates iGO’s policy context.

**Figure 2: iGO in Context**

**Need**

Ipswich’s population is forecast to more than double over the coming decades.

A long-term integrated transport plan for Ipswich is vital to provide direction on how to meet the travel demands which come with Ipswich’s forecast population growth, and also achieve the outcomes outlined in the Advance Ipswich Plan.

In 2011, the Queensland Government released Connecting SEQ 2031: an Integrated Regional Transport Plan for South East Queensland. This document predicts that the number of daily transport trips made by Ipswich residents will triple from about 500,000 in 2006 to 1.5 million by 2031.

Based on the current percentage of trips made by private vehicles in Ipswich (almost 80%), this increase in traffic presents potential concerns from a social, environmental, and resource efficiency perspective. It will also be difficult for governments to fund and provide adequate car-only road infrastructure to support the population forecast and economic growth contained in the SEQ Regional Plan and Ipswich Planning Scheme.

In particular, without an overarching plan to guide the development of Ipswich City Council’s long term transport networks, there is a risk that excessive traffic growth may lead to unacceptable levels of congestion on the road network and limitations regarding sustainable growth. A swing to the more sustainable transport modes of public transport, walking, and cycling for certain trips can help reduce the need for new road infrastructure and reduce the undesirable impacts of excessive traffic growth.
The year 2031 is the current horizon for the SEQ Regional Plan and Connecting SEQ 2031. The Queensland Government has set a 2031 population target of 435,000 people for Ipswich City, to which Council’s land use and infrastructure planning needs to align.

There are a variety of factors which influence growth in population and employment which are outside of Council’s control. As such, there is uncertainty about whether this population target will be reached by 2031, in 16 years time. There is a possibility this population total could be reached before 2031 should significant growth take place across the city. However, it is likely this population target will not be reached until much later than 2031.

Council recognises the population of Ipswich will be 435,000 at some point in the future. Therefore, iGO focuses on a transport system required to accommodate a population of 435,000 people, and corresponding employment figures, with less emphasis on the year when Ipswich will reach this population milestone.

Intermediate population targets of 275,000 and 350,000 people have also been considered as part of iGO to assist with the prioritisation of projects and the subsequent development of a 10 Year Transport Infrastructure Investment Plan by Council.

It should be noted that Ipswich will not have reached its full development potential at a population of 435,000 people. Council’s land use planning has identified sufficient capacity for a population well in excess of 500,000 people and employment levels in the order of 100,000 jobs that will continue beyond the horizon of iGO.

In summary, iGO is a long term plan to serve the travel needs of a citywide population of 435,000 people over a term of 15+ years. A major review of iGO will be undertaken every five years to ensure it aligns with population targets, Queensland Government and Ipswich City Council planning and community aspirations.

Previous Work

iGO is Ipswich’s first ever transport plan to be integrated across all modes and with a citywide scope.

In the past, the Queensland Government and Council have undertaken planning for various elements of the transport system, either on an individual mode basis or on an area basis. This previous work has informed the development of iGO.

This includes, but is not limited to:

- Local Government Infrastructure Plan (ICC 2010);
- Road Hierarchy (ICC 2011);
- Ipswich City Centre Orbital Road System (ICC 2011);
- Ipswich Strategic Traffic Model (ICC 2003, 2010, 2014);
- Ipswich City Centre SATURN Model (ICC 2008, 2014);
- Ipswich Cycle Strategy (ICC 2000);
- Strategic Traffic Count Program (ICC 2010-2015);
- Road network plans for various residential growth areas such as Springfield, Redbank Plains, Ripley, Yarramoo, Bellbird Park, Brassall and Walloon as part of land-use master planning exercises;
- Road network plans for various industrial growth areas such as Swanbank, Bundamba/Dinmore/Riverina and Ebenezer;
- Corridor planning for many strategic roads including Redbank Plains Road, Brisbane Street, Grampian Drive and the Mansfield Parade realignment; and
- Route planning and feasibility studies for major transport projects including the Ipswich to Springfield Public Transport Corridor, Cunningham Highway, Warrego Highway, Western Ipswich Bypass, Brassall Bikeway and the Norman Street Bridge.

“The car is not the enemy nor is the elimination of cars the solution. It is our societal bias towards the car which must be questioned.”

Anne Vernez Mardon
Academic
iGO is a strategic transport plan for Ipswich that considers all modes of land transport. iGO is a high level aspirational document providing overarching direction and guidance for the formulation of more detailed planning activities in the future. It is not aimed at the individual property level, will not provide answers to specific locality issues and does not deal with immediate or short term operational matters on the existing transport network.

It should be noted that Council does not operate the public transport network. Nor does Council have the financial capacity, resources or expertise to implement many of the outcomes of iGO by itself. As such, for iGO to be a success, it will require partnerships with the Australian and Queensland Government to provide quality public transport, roads, walking and cycling facilities. Thus, Council will use iGO as its basis to assist with advocating for funding of major transport projects and securing improved public transport services to promote travel behaviour change.

“Transportation determines how we get to the places where we live, work and play. It is imperative we advance an agenda that is people-centred, protects our health, encourages sustainable communities and gives everyone a voice in stimulating a vibrant economy.”

Joint Centre for Political and Economic Studies
Public policy research organisation
## Issues

There are a number of issues that will affect Ipswich’s transport future. Some of these challenges are global in nature and affect many cities around the world. Others are more specific to Ipswich due to factors including the city’s geography, socio-economic conditions and the nature of our existing transport network.

The key challenges and drivers of change for Ipswich’s transport future include:

1. **High Car Use**
2. **Population Growth**
3. **Low Density Suburban Form**
4. **Uncompetitive Public Transport System**
5. **Parking**
6. **Freight Movements**
7. **Physical Inactivity**
8. **Constrained Fiscal Environment**
9. **Fuel and Climate Change**
10. **Limited Space**

### High Car Use

Although there are many issues facing Ipswich’s transport future, the fundamental issue is a nationwide over-reliance on private vehicles – the transport mode which has been supported the most by policies and investment decisions in the past.

About 85% of all trips in Ipswich are made by private vehicle. Household car ownership levels are increasing (54% of households in Ipswich have two or more cars) and vehicle occupancy rates are low (average of 1.2 persons per vehicle trip). These figures indicate a high dependence on cars in Ipswich.

This reliance on the car, particularly for short trips and journeys to work and education, will have serious implications for traffic congestion, parking demand, economic development, the environment, safety and public health.

### Population Growth

Ipswich’s population has reached 190,000 and is expected to more than double over the coming decades. The Queensland Government has set a population target for Ipswich of 435,000 people by 2081 that Council’s land use and infrastructure planning needs to align.

Ipswich’s job numbers are also expected to significantly increase over the coming decades. This includes the expansion of the RAAF Base at Amberley, more than 100,000 new jobs within the city’s large industrial growth area, such as at Redbank, Swanbank, Bundamba, Dinmore and Ebenezer, and economic growth in activity centres at Ipswich Central, Springfield Central, Goodna and Ripley, plus numerous other suburban centres, creating more than 80,000 white-collar jobs.

With this significant growth comes an increased demand on our transport system, particularly the road network.

### Low Density Suburban Form

Since World War Two, most Australians have traditionally been house owners with big yards, gardens and sheds, characteristically located away from areas of employment, education, shopping and culture in the pursuit of an ‘ideal’ lifestyle.

This has created a low density suburban form across the nation which is difficult to serve with meaningful public transport. Ipswich is 20 minutes’ drive from Brisbane and is a popular commuter town, with about 10,000 workers commuting to Brisbane each day.

This reliance on the car, particularly for short trips and journeys to work and education, will have serious implications for traffic congestion, parking demand, economic development, the environment, safety and public health.

### Uncompetitive Public Transport

The Ipswich/Rosewood and Springfield rail lines are well patronised during morning and evening peak times for commuter trips, mostly to and from Brisbane. However, during off-peak times existing rail services are all stops to and from Brisbane at 30 minute intervals.

The existing bus network in Ipswich is, in essence, a ‘coverage’ network servicing predominantly ‘captive riders’ who use the system because they do not have access to private transport options. Most passenger movements on the bus network are focused outside of peak hours and are mostly attributed to non-employment related journeys.

The low frequencies and long journey times are associated with a number of the bus routes mean people who have access to private transport do not consider using public transport for their journey to work.

To achieve the necessary mode shift, the public transport network will need to attract a greater number of ‘choice riders’ through the provision of better services with higher frequencies, priority routing and shorter journey times.
Fuel and Climate Change
A high reliance on private vehicles increases the exposure of Ipswich residents to longer term global issues such as climate change and fuel economics.

Fuel prices have been volatile for several years and are expected to continue to fluctuate in the future. Higher fuel prices may lead to changes in travel behaviour and people’s choice of mode, but also land use and population movements and the cost of maintaining, renewing and developing transport infrastructure.

Limited Space
Limited space on many existing roads in Ipswich will make it difficult to fully accommodate all transport demands and modes in the future. This is a particular concern where there is insufficient space to safely provide for vulnerable road users, such as pedestrians and cyclists, and traffic on the same section of road.

In such situations, it may be necessary to ‘pick a winner’ with modes that are not given priority suitably provided for elsewhere. Such alternative routes are not always readily available, so allocating safe space to provide for different modes can be a physical, financial and political challenge.

Parking
Although a growing city, Ipswich motorists still expect to park their car for free, in very close proximity to the venue they are accessing. As the population grows, parking demand will increase to a point where parking supply for commuters close to the core of key activity centres, particularly for commuters in the Ipswich City Centre and Springfield Town Centre, will be difficult to continue to be provided.

The construction of more and more facilities for longer stay parking is not the sustainable way of the future as it promotes car use for commuter trips, creates traffic congestion and is detrimental to business activities.

Freight Movements
Ipswich has significant potential for industrial development in areas such as Carole Park, Wulkuraka, Redbank, Dimmore, Bundamba, Swainbank and Ibenecre. To support job growth in Ipswich, planning for the city’s industrial needs and the efficient movement of goods is a key outcome of Council’s land-use and economic development strategies.

However, freight movements often conflict with other sensitive land uses and residential amenity.

In addition, increased traffic congestion on the road and rail network has the potential to impact freight and commercial vehicle movements, thus affecting economic growth in Ipswich.

Physical Inactivity
Public health issues such as obesity, heart disease and diabetes can be a direct result of physical inactivity. The over-reliance on the car is a key contributing factor to these public health issues.

A lack of walkable urban environments and concerns about personal safety, particularly for education trips, have reduced opportunities for incidental exercise and increased physical inactivity. This includes incidental exercise associated with the use of public transport and parking a practical distance away from a place of employment.

Providing a transport system which allows people to combine regular exercise through walking or cycling with their daily travel requirements offers a chance of improving community health levels. It also provides the opportunity to reduce multi-car households, generate household savings and reduce emissions.

Constrained Fiscal Environment
Due to a number of factors, there is currently a constrained fiscal environment at national and state levels, and consequently the local level, to fund the delivery of infrastructure. This will impact the timing of when certain transport projects are constructed.

Along with travel behaviour change and making the most out of existing infrastructure, Council will need to look at innovative revenue generation streams, financing mechanisms and funding partnerships to construct major transport projects across the city in the future.

Council will also be required to undertake more robust project justification and advocacy work to secure investment partnerships with the Australian and Queensland Governments.
Assumptions

It is largely unknown how transport will operate in Ipswich in the longer term, so it was necessary to make certain assumptions in order to develop iGO.

The effect of unstable fuel prices and the future affordability, uptake and effect of new transport related technologies are important considerations, surrounded by much speculation but little certainty.

iGO takes a flexible approach which recognises and provides for the possibility of significant changes in the nature of transport in the future. Under this approach, planning will be based on the evidence currently available, while retaining a level of adaptability in the event that trends unfold differently.

However, despite this flexible approach, there are some key assumptions on which the strategic direction adopted in iGO is based.

Assumption 1:
The cost of fuel will continue to be volatile.

Due to demand for fuel in developed countries, increasing demand from rapidly developing economies (such as India and China) and the high cost and environmental effects of extracting or developing emerging fuel types, the trend of increasing fuel cost experienced over the past decade could continue for some time into the future. It is also likely to be characterised by price spikes and supply crunches.

The full effect of this price volatility, the future affordability and uptake of alternatives, the influence these factors will have on the way people choose to travel or where they choose to live and when these potential effects may become prevalent is unknown. As such, there is no clear indication that a significant proportion of Ipswich’s future population may be able to afford or access these fuels, and/or associated vehicles and infrastructure, before the first scheduled review of iGO.

Assumption 2:
There is a need to provide for the transport requirements of Ipswich residents who do not have access to a car.

Many Ipswich households do not have ready access to a car. To support an acceptable quality of life, these residents need access to essential goods and services. Therefore, meaningful and safe transport options - other than the private vehicle - need to be made available.

Assumption 3:
iGO should give effect to the Advance Ipswich Plan.

To ensure resilience in the event of future challenges, Council has adopted the Advance Ipswich Plan which sets out a vision of Ipswich as a more compact city with a high level of liveability, connectivity and accessibility. It also identifies the importance of integration of transport and land-use.

The vision and strategic direction set by the Advance Ipswich Plan was developed and adopted through a process of extensive consultation with the Ipswich community. iGO should therefore give effect to the direction set by the Advance Ipswich Plan.

Assumption 4:
Providing active and public transport options will contribute to a sustainable and healthy city.

A large body of research highlights the health benefits of active transport modes and incidental exercise associated with public transport. Mode shift from the private vehicle to public transport and active transport may also lead to a per capita reduction in greenhouse gas emissions.

iGO assumes that making public and active transport options safer, accessible and comfortable to use would mean these ‘green’ modes would be used more and thereby have a positive effect on the sustainability and health of Ipswich and its residents. Building more and more road space simply for car use is not a smart or viable way for the future.
Aspirations

Ipswich Motorway Pedestrian Overpass, Redbank
Vision

Under the theme of ‘Managing Growth and Delivering Key Infrastructure’, the Advance Ipswich Plan identifies the following transport vision for the city:

**Key Message**

The number of daily trips in the City of Ipswich is expected to increase from the current 650,000 to approximately 1.5 million to support a population of 413,000 people. Based on the percentage of trips currently made by private vehicles in Ipswich (almost 85%), this forecast increase in trips for Ipswich presents potential concerns from a social, environmental and resource efficiency perspective.

It will be difficult to provide adequate road infrastructure to support the forecast population and economic growth contained in the SEQ Regional Plan and the Ipswich Planning Scheme unless we change the way we move.

Ipswich’s transport system is safe, reliable and provides for the sustainable movement of people and goods for all travel modes.
**Objectives**

The *Advance Ipswich Plan* is based on the policy goals of sustainability, prosperity and liveability. Transport has a key role to play in achieving these goals.

The objectives outlined in Figure 5 are derived from the *Advance Ipswich Plan* and revised for iGO.

Figure 5: iGO Objectives

- Ipswich has a safe, effective, affordable and connected transport system for all modes
- Ipswich has a convenient and competitive public transport system
- Ipswich is well connected for business, freight and visitors, including good connections to and from Brisbane
- Ipswich’s transportation system provides a platform for sustainable travel choices and the city’s dependence on the car is reduced
- Ipswich’s urban form creates high levels of accessibility to key destinations such as employment, education, retail, healthcare and recreation

**Targets**

The 435,000 population projection for Ipswich set out in the *South East Queensland Regional Plan* will result in a significant increase in the number of trips on Ipswich’s transport system.

**Daily Trips**

About 650,000 trips per day are currently made on Ipswich’s transport system. This is expected to increase to 1.5 million trips per day by the time the population reaches 435,000.

The current travel mode share in Ipswich is outlined in Table 1 below. Almost 85% of trips are currently made by private vehicle in Ipswich. If this percentage remains unchanged as the population grows, nearly 1.3 million trips will be made by private vehicles each day, as per Table 2.

To meet the vision and objectives of iGO, Council has adopted an aspirational daily travel mode share target for the city as outlined in Table 3.

In essence, the iGO target is to increase the share of daily trips made by sustainable modes of transport, such as public transport, walking and cycling, from the current 15% to 33% of all trips by the time Ipswich’s population reaches 435,000 people. This equates to an increase from the current 100,000 trips per day to 375,000 trips per day made by sustainable modes of transport.

Table 1: Current Daily Travel Mode Shares

<table>
<thead>
<tr>
<th>Mode</th>
<th>Trips</th>
<th>Mode Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private Vehicle</td>
<td>1,125,000</td>
<td>75%</td>
</tr>
<tr>
<td>Walking</td>
<td>65,000</td>
<td>4%</td>
</tr>
<tr>
<td>Public Transport</td>
<td>65,000</td>
<td>4%</td>
</tr>
<tr>
<td>Cycling</td>
<td>45,000</td>
<td>3%</td>
</tr>
<tr>
<td>Total</td>
<td>1,500,000</td>
<td>100%</td>
</tr>
</tbody>
</table>

Table 2: Future Trend Travel Mode Shares

<table>
<thead>
<tr>
<th>Mode</th>
<th>Trips</th>
<th>Mode Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private Vehicle</td>
<td>1,275,000</td>
<td>84.5%</td>
</tr>
<tr>
<td>Walking</td>
<td>127,000</td>
<td>8.5%</td>
</tr>
<tr>
<td>Public Transport</td>
<td>98,000</td>
<td>6.5%</td>
</tr>
<tr>
<td>Cycling</td>
<td>7,500</td>
<td>0.5%</td>
</tr>
<tr>
<td>Total</td>
<td>1,500,000</td>
<td>100%</td>
</tr>
</tbody>
</table>

Table 3: iGO Mode Share Target

<table>
<thead>
<tr>
<th>Mode</th>
<th>Trips</th>
<th>Mode Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private Vehicle</td>
<td>1,275,000</td>
<td>84.5%</td>
</tr>
<tr>
<td>Public Transport</td>
<td>120,000</td>
<td>8%</td>
</tr>
<tr>
<td>Walking</td>
<td>69,000</td>
<td>5%</td>
</tr>
<tr>
<td>Cycling</td>
<td>45,000</td>
<td>3%</td>
</tr>
<tr>
<td>Total</td>
<td>1,500,000</td>
<td>100%</td>
</tr>
</tbody>
</table>
It is recognised that different parts of the city will be able to achieve different mode share targets because of different land use types. Rural and industrial areas are less likely to achieve the same sort of walking, cycling, and public transport mode shares that are expected in the Ipswich City Centre and Goodna activity centres.

It is also expected that new ‘greenfield’ development areas, particularly activity centres such as Springfield and Ripley, have higher targets for sustainable travel modes compared to the rest of Ipswich.

Table 4 below outlines the targets for sustainable modes of transport (public transport, walking and cycling) across land uses and areas of Ipswich that, when apportioned across the network, Council’s strategic transport model identifies as equaling the citywide target of 25%.
Journey to Work Trips

To be able to meet the daily travel mode share targets, it is also prudent to set travel mode share targets for ‘journey to work’ trips as this is where the most effort is required to address peak hour demands on the road network and reduce private vehicle dependency.

Table 5 outlines the current ‘journey to work’ travel mode shares for Ipswich.

To meet the vision and objectives of iGO, Council has adopted an aspirational ‘journey to work’ travel mode share target for the city as outlined in Table 6.

In essence, the iGO target is to increase the share of trips to work made by sustainable modes of transport, public transport, walking, cycling and work at home, from the current 15% to 40% by the time Ipswich’s population reaches 453,000 people. This equates to an increase from the current 22,000 trips per day to 200,000 trips per day made by sustainable modes of transport.

Figure 7 shows the modal breakdown and compares the current work trips made in Ipswich, with a 190,000 population, and future ‘journey to work’ trips, with a 435,000 population, based on both the current mode share and the iGO targets.

Table 5: Current Journey to Work Travel Mode Shares

<table>
<thead>
<tr>
<th>Mode</th>
<th>Trips</th>
<th>Mode Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private Vehicle</td>
<td>158,000</td>
<td>87.8%</td>
</tr>
<tr>
<td>Public Transport</td>
<td>13,500</td>
<td>7.5%</td>
</tr>
<tr>
<td>Walking</td>
<td>3,000</td>
<td>1.7%</td>
</tr>
<tr>
<td>Cycling</td>
<td>500</td>
<td>0.3%</td>
</tr>
<tr>
<td>Work from Home</td>
<td>5,000</td>
<td>2.8%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>180,000</td>
<td>100%</td>
</tr>
</tbody>
</table>

Table 6: iGO Journey to Work Travel Mode Share Target

<table>
<thead>
<tr>
<th>Mode</th>
<th>Trips</th>
<th>Mode Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private Vehicle</td>
<td>300,000</td>
<td>60%</td>
</tr>
<tr>
<td>Public Transport</td>
<td>100,000</td>
<td>20%</td>
</tr>
<tr>
<td>Walking</td>
<td>50,000</td>
<td>10%</td>
</tr>
<tr>
<td>Cycling</td>
<td>25,000</td>
<td>5%</td>
</tr>
<tr>
<td>Work from Home</td>
<td>25,000</td>
<td>5%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>500,000</td>
<td>100%</td>
</tr>
</tbody>
</table>
Principles

The core principles for developing and delivering iGO are:

Principle 1: One Network
A ‘one network’ approach will be taken for the development and management of Ipswich’s transport system.

This means that all levels of government will need to work together and collaboratively with all relevant stakeholders to ensure the logical, efficient and integrated delivery of Ipswich’s future transport system. Council will work in conjunction with other transport providers to ensure that the separation of control over different parts of the network will not affect the overall network coherence and user’s experience.

Principle 2: Safety
A ‘safety’ approach will be taken to the development and management of Ipswich’s transport system. Public safety is of the utmost importance to all transport authorities and providers.

Principle 3: Reliability
A ‘reliable’ approach will be taken to the development and management of Ipswich’s transport system. This ensures travel times for the same trip is similar each time it is taken to allow people to plan their journey accordingly. It should be noted that the aim is to have the road network to perform reliably for private vehicle trips - but not necessarily efficiently during peak hours.

Principle 4: Sustainability
A ‘sustainable’ approach will be taken to the development and management of Ipswich’s transport system. This includes taking into account the short and longer term environmental, economic, social and cultural interests of Ipswich and its community that takes into account the needs of future generations. Negative impacts from the use and development of the transport system on the natural environment and the community are avoided, remedied or mitigated as much as possible.

Principle 5: Partnerships
A ‘partnership’ approach will be taken to the development and management of Ipswich’s transport system.

This includes:
- Collaboration and liaison with key transport, traffic and road safety organisations such as the Queensland Department of Transport and Main Roads, Translink, Queensland Rail, the Queensland Police Service and other stakeholders as required.
- Partnering and collaborating with tertiary institutions, emergency services, the health sector, business organisations and transport-focused advocacy and stakeholder groups where possible.
- Actively engaging and facilitating community groups where required and possible.
- Seeking funding opportunities and partnerships between all levels of government as well as with the private sector.
- Sponsorship, ‘in kind’ support and seed funding to initiatives, events and organisations that relate to road safety, travel behaviour change and transport and travel innovation.

Principle 6: Affordability
An ‘affordability’ approach will be taken to the development and management of Ipswich’s transport system. iGO will be delivered in a cost-effective and fiscally responsible manner. Implementation will adhere to the balancing process set out in Council’s Financial Sustainability Framework.

Principle 7: Effective Investment
An ‘effective investment’ approach will be taken to the development and management of Ipswich’s transport system. Major investment decisions will be linked to the sustainable outcomes outlined in Advance Ipswich, Connecting SEQ 2031 and iGO.

Council will adopt a ‘business case’ approach for major transport projects to ensure robust, evidence-based investment decisions.

Consistent with this, Council will make transport planning and investment decisions based on a hierarchy of interventions outlined in Figure 8. The aim is to use this intervention hierarchy to prevent safety or accessibility problems from occurring in the first place, thereby minimising the need for costly infrastructure investment later.

Where a major change or significant investment is being considered, Council will use temporary trials where practicable and appropriate to ensure the effects of the proposal are properly understood. Where new transport infrastructure is being designed, or existing infrastructure is re-designed, the needs of all users and modes will be considered.

Council will also provide leadership in regards to:
- Supporting and enabling new technology;
- Sponsorship of road safety and travel behaviour change initiatives; and
- Seeking and facilitating investment partnerships.

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**Figure 8: Hierarchy Of Interventions To Optimise Transport Investment.**

**INTEGRATED LAND USE AND TRANSPORT PLANNING**
Reduce the need to travel by single-occupant vehicle, minimise safety risks and maximise accessibility to destinations via sustainable transport.

**TRAVEL DEMAND MANAGEMENT**
Identifying opportunities to manage traffic growth and reduce demand for single-occupant vehicle trips, utilise the network more efficiently and provide safe trip alternatives via sustainable modes of transport.

**OPERATIONAL IMPROVEMENTS**
Improve the safety, performance and capacity of the existing network.

**NEW INFRASTRUCTURE**
If problems persist, construct new infrastructure where appropriate and cost effective.
Introduction

Land use and travel demand are intrinsically linked. Transport infrastructure is provided to service the demand generated by land use and land use patterns evolve from transport networks.

Land use patterns and urban form shape many aspects of travel demand. For example, land use can influence trip origin and destination (i.e. where people want to go), the length of the trip (i.e. trip distance/time/accessibility) and the choice of transport mode used to complete the trip (i.e. car, public transport, walking or cycling). Consequently, the location and form of development is a key factor in developing a sustainable urban transport system.

At the same time, it is equally true that transport systems greatly influence the form and nature of development. For example, the majority of previous development locations and forms in Ipswich have responded to the predominance of the car and as a result, the ability to access these developments sustainably by other means is greatly limited.

Given the high population growth rate projected for Ipswich, there is significant potential to bring about fundamental travel behaviour change during the life of iGO. How and where we plan and direct future growth will be vital in determining the realities of reduced car dependency and the scope and nature of the future transport system.

As the responsible authority for guiding and approving development, Ipswich City Council is a lead player in achieving a connected ‘city of centres’ and promoting communities which can be supported by a sustainable transportation system.

In particular, the targeted and consistent application of land use policies based around compact, mixed use and connected communities will positively influence sustainable travel behaviours, particularly in new developments, and reduce the overall demand for private vehicle travel.

Conversely, strategic, long term and sustained investment in sustainable transport infrastructure and services, particularly public transport, also creates considerable potential to sustainably shape Ipswich’s future growth and development form. However, it is recognised that a combination of the approaches will achieve the best results. For these reasons, transportation and land use should be viewed as interdependent.

“The coordinated implementation of land use and transportation policies are the key to solving a variety of urban problems including traffic congestion, air pollution and the decay of central areas”

Bruce Appleyard
Urban planner, academic and author
Context

Urban Sprawl

Spread out land use patterns, referred to as urban sprawl, have stemmed from transport and land use planning systems which prioritise the private vehicle. This prioritisation when combined with the supply of inexpensive ready-to-develop land subsequently influences how people choose to locate their homes and businesses. What inevitably follows is dispersed and segregated development which is dependent on the private vehicle for access to critical needs (i.e. employment, education, retail and medical services etc.)

However, spread out land use patterns further increase the demand for private vehicle use because of greater trip distances and travel time between destinations. This has become a perpetual cycle which has promoted our nation’s dependence on cars to travel. However, this cycle is unsustainable in the long term for many reasons.

State Planning Policy

The State Planning Policy (SPP) is a key component of Queensland’s land use planning system which enables responsible development and promotes communities to be liveable, sustainable and prosperous.

The SPP outlines state interests which must be considered by local governments when preparing or amending their planning schemes and in assessing development applications.

Further information on the SPP can be found at www.dilgp.qld.gov.au

South East Queensland Regional Plan

The South East Queensland (SEQ) Regional Plan is the Queensland Government’s urban growth management policy for the region. It was first released in 2005, revised in 2009 and is currently being reviewed.

The main purpose of the SEQ Regional Plan is to restrict the growth of urban sprawl through two key mechanisms:

- The establishment of the ‘Urban Footprint’ - a regulatory boundary to contain urban growth, minimise speculation, protect natural landscapes and retain rural areas with agricultural value.
- The promotion of higher density living and infill developments in designated areas called ‘Activity Centres’.

The SEQ Regional Plan supports a network of major activity centres (refer Figure 9) which provide the focus for services, employment and social interactions and are connected to each other by good public transport services. A network of activity centres also allows jobs and services to be decentralised away from the Brisbane Central Business District. This activates communities, reduces the amount of time people spend commuting and allows transport infrastructure to be used more efficiently and effectively.

Ipswich Planning Scheme

The Ipswich Planning Scheme is Council’s statutory document to manage growth and guide how land in Ipswich can be used and developed. It also helps plan for infrastructure to support growth and create a more diversified economy while continuing to protect the city’s lifestyle.

The Ipswich Planning Scheme is:

- A regulatory requirement of the Queensland Government under the Sustainable Planning Act 2009;
- Informed by the policy outcomes of the State Planning Policy and the SEQ Regional Plan;
- Regularly updated. NOTE: A major revision of the Ipswich Planning Scheme is proposed over the coming years to align with the Queensland Government’s proposed urban planning reform agenda;
- Intrinsically linked to iGO - its vision, objectives, policy focus and subsequent actions.

Further information on the Ipswich Planning Scheme can be found at www.ipswichplanning.com.au

Population density and the degree of mixture of land uses are directly influential with travel choices such as mode, length and frequency of trips. That is, there is actually a direct causation between urban form and trip making.”

Dr Ray Brindle
Transport planner, academic and author

Figure 9: A schematic diagram comparing the layout of a region with one principal activity centre (‘monocentric’) and a regional with a network of major centres (‘polycentric’)
Existing Situation

Some 38,450 people, the equivalent to 53% of working residents, commute to areas outside of Ipswich for work - mostly between Ipswich's eastern suburbs and Brisbane. Consequently, 17,000 people currently work in Ipswich and of this amount, 17,000 people (31%) live outside the Ipswich local government boundary.

Council's transport modelling indicates that with the development of the city's activity centres and regional business and industry areas to their full potential, Ipswich will over time become a 'job importer'. This being where there will be more jobs available in Ipswich than there are residents of working age. This will have implications on Ipswich's future land use patterns and transport system.

Over the life of iGO, the majority of development in Ipswich will occur within the current SEQ Regional Plan 'urban footprint.'

Greenfield Areas

Ipswich contains a number of 'greenfield' urban development areas as outlined in Table 7. These areas will contain the large majority of new residents expected in Ipswich over the coming decades. Most of these areas have been 'master planned' (albeit at a high level) to ensure coordinated transport and development outcomes.

Table 7: Greenfield Development Areas in Ipswich - existing, emerging and planned.

<table>
<thead>
<tr>
<th>Area</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ext</td>
<td>Augustine Heights, Redbank Park, Brookwater, Collingwood Park</td>
</tr>
<tr>
<td></td>
<td>Redbank Plains (south)</td>
</tr>
<tr>
<td></td>
<td>Springfield, Springfield Lakes, Spring Mountain</td>
</tr>
<tr>
<td>South</td>
<td>Deception, Ripley, South Ripley, Yarraville</td>
</tr>
<tr>
<td></td>
<td>Boronia (north-west), Karalee and Chuwar (large lot residential)</td>
</tr>
<tr>
<td>Ext</td>
<td>Runcorn, Thagoona, Wilston</td>
</tr>
</tbody>
</table>

Infill Development

Redevelopment/regeneration will also occur in existing suburbs including subdivision of existing properties and the construction of duplexes and town houses. These areas include Booval, Goodna, Ipswich Central, North Ipswich and Rousehill.

Activity Centres

Ipswich contains anumber of existing, emerging or planned activity centres that are areas of concentrated commercial, retail, educational, medical and cultural land uses (refer Table 8 and Map 1).

Table 8: Activity Centres in Ipswich - existing, emerging and planned.

<table>
<thead>
<tr>
<th>Level</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Principal</td>
<td>Ipswich City Centre, Springfield Town Centre</td>
</tr>
<tr>
<td>Major</td>
<td>Goodna Town Centre, Ripley Town Centre</td>
</tr>
<tr>
<td>District</td>
<td>Booval, Booval, Ripley East, Ripley Central, Karalee, Yarraville, Redbank Plains, Redbank Plains</td>
</tr>
<tr>
<td>Local</td>
<td>Various</td>
</tr>
</tbody>
</table>

Regional Business and Industry Areas

Ipswich contains numerous areas designated for regionally significant business and industry land uses as outlined in Table 9 and Map 1.

Table 9: Regional Business and Industry Area in Ipswich existing, emerging and planned.

<table>
<thead>
<tr>
<th>Area</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ext</td>
<td>Cade Park, Redbank</td>
</tr>
<tr>
<td>South</td>
<td>Bundamba, Deebing Heights, Ripley Valley, Ripley, Birkdale, Mount kuring-gai,</td>
</tr>
<tr>
<td>South</td>
<td>New Chum, Runcorn, Swanbank</td>
</tr>
<tr>
<td>North</td>
<td>Amberley, Ellen Grove, Wilston</td>
</tr>
</tbody>
</table>

Opportunities

Ipswich has a number of opportunities for land use/transport integration particularly regarding the intensification of development around Activity Centres and public transport hubs.

Population Growth

Ipswich is the western gateway to SEQ and is forecast to experience the fastest rate of population growth in the SEQ region. This growth and subsequent development pressure often acts as a catalyst and provides Ipswich with an opportunity to attract investment and support for new transport infrastructure. Ensuring that this growth and development pressure is focused towards targeted land use outcomes will enable investment in more sustainable forms of transport infrastructure.

Priority Infrastructure Area

The Queensland Government statutorily requires each Council to set out a Priority Infrastructure Area (PIA) in its Local Government Infrastructure Plan (LGIP) which outlines the spatial area for the provision of trunk infrastructure (such as arterial roads) to accommodate forecast growth over a 10-15 year period. In essence it is an area to which development is directed based on the ability to sustainably service future development in the PIA timeframe. The current Ipswich PIA is outlined in Map 1.

The LGIP includes additional areas that are outside the PIA but these are projected to develop for urban purposes in a longer time frame (i.e. 15-25 years). These areas are also identified as key priorities within the SEQ Regional Plan as outlined in Table 9. The current Ipswich LGIP identifies areas that can be developed for urban purposes in which the PIA can readily be accommodated. These include the emerging and planned areas outside the PIA such as the greenfield areas of Ripley Valley and Wallang - Thagoona and regional business and industry areas of Swanbank and Ellen Grove.

The PIA is a tool which integrates and prioritises transport investment to support projected urban growth. Where development is proposed outside of the PIA, development can still proceed but additional requirements are placed on the developer to deliver and fund the required infrastructure if it is not already available.

Activity Centres

To ensure their economic, civic and sustainable transport success, it is important that significant and compact residential/employment nodes are planned to integrate with public transport hubs. The existing railway corridor provides excellent public transport opportunities for Ipswich's transport future. From a land use transport integration perspective, the existing railway lines provide opportunities to increase densities within a walkable catchment of 400-800 metres around selected railway stations to create more compact and connected mixed use communities.

Existing Transport Corridors

The existing Ipswich/Ros seward and the Springfield railway lines provide excellent public transport opportunities for Ipswich's transport future. These lines can provide good opportunities to increase the frequency of bus services to 800-800 metres around selected railway stations to create more compact and connected mixed use communities.

Future Transport Corridors

The Ipswich to Springfield Public Transport Corridor, see Map 3, provides good opportunities to integrate with significant transport corridors and positively influence the sustainable development of urban developments in new and emerging greenfield communities at Ripley, Deebing Heights, Yarraville and Redbank Plains.

Further, the creation of strategic bus corridors and high-frequency bus routes in Ipswich, (see Map 3), may provide good opportunities to increase residential densities and create compact communities within a walkable catchment of strategic bus corridors such as Augusta Parkway, Redbank Plains Road and Robertson Road subject to detailed planning analysis.
Challenges

Challenges for land use - transport integration include understanding the land use implications of deprioritising the private vehicle and the realities of market demand.

Deprioritising the Private Vehicle

Traditional transport and land use planning approaches have prioritised the private vehicle. Understanding the land use implications of deprioritising this mode (e.g. reduced parking spaces, different housing designs, realities of creating more walkable and cycle-friendly environments) will help to ensure that such developments are designed to support sustainable transport modes.

Market Demand

Council provides a development framework and has the ability to put in place policy incentives for sustainable development. However, it must be acknowledged that market demand plays a key role in what type of development gets invested in and put on the ground. This is because development is an economic decision and developers often only invest in a development if it makes economic sense to them. As such, catalyst developments which denote the desired urban form are often required to start a trend and these can be triggered by transport infrastructure.

Timing of Delivery

Timing is everything. In the early stages of transport and land use planning, it is important to ensure that land is preserved for future transport corridors so that future development can be focused in the right areas and design compromises do not have to be made when the transport infrastructure is ready to be built.

Certainty on when the transport infrastructure is to be delivered is also key. This is to ensure that the provision of higher densities along these corridors can be timed appropriately or an interim solution is in place so the two approaches support each other rather than residents reverting back to the private vehicle to travel or having a transport system which is not sustainable.

However, preserving future transport corridors and having certainty on transport infrastructure delivery are two matters which are dependent on multiple variables (e.g. population growth, political climate, government funding availability), many of which are outside of Council's control.

Multiple Growth Fronts

Ipswich is a competitive city as it is able to support multiple growth fronts (e.g. multiple greenfield development sites, retrofitting existing suburbs and developing activity centres and regional business and industry areas across the city). However, determining how to prioritise the funding and delivery of land use and transport infrastructure across these multiple growth fronts while managing and meeting the community's transport expectations will be a challenge.

Retrofitting Existing Suburbs

Achieving higher densities around existing railway stations and developing strong activity centres will involve retrofitting/renegotiating existing suburbs. This presents challenges in the form of space required for essential transport and land use infrastructure (i.e. strategic bus corridors, schools, mixed use towers) which, when compared to greenfield areas, is more difficult to achieve in existing suburbs.

Furthermore, it is acknowledged that there are people who already live in these suburbs who like the way they currently are. Ensuring these residents feel welcome and involved in managing how growth occurs in their suburbs is integral to maintaining and strengthening these communities and their individual identities.

Character Precincts

Ipswich has a diverse heritage and Council recognises that this heritage is one of the city's greatest assets. Consequently, achieving higher densities in these character precincts must be carefully managed so as to be sympathetic and respectful to the overall identity of the area. It is acknowledged that higher densities in some character precincts may not be appropriate despite the overall sustainable transport policy intent.

Policy Focus

In order to promote integration between land-use and transport, to reduce trip lengths, reduce private vehicle dependency and support trips by more sustainable modes, urban sprawl needs to be limited with a policy focus given to the following elements:

- New developments based around sustainable transport to create 'Complete Communities';
- Encourage the development of strong activity centres;
- Increase density around major public transport nodes and in designated locations along major public transport corridors (existing and new).

Complete Communities

The notion of 'complete communities' in new and emerging greenfield areas will reduce trip lengths and private vehicle travel demand. Complete communities are characterised by compact and mixed land uses with the following elements:

- Activity centres and neighbourhoods linked by natural and man-made corridors;
- Access to a large range of everyday goods, services, recreation and social interaction opportunities within a 10 minute walk, cycle or public transport ride from where people live – 'The 10 Minute Neighbourhood' (refer Figure 10);
- Streets designed as civic places which form a connected network which is equitable for vehicles, pedestrians and cyclists and provides alternative routes to disperse traffic; and
- Diversity in the type, size and design of buildings, streets and open spaces to create options in uses, environment, experiences and functions.

These characteristics are demonstrated in Figure 11. With a population of 435,000, the City of Ipswich will be at a size where it will have a sufficient market for not only all basic services but also provision of just about all high end goods and services. This aim is to make Ipswich a '20 Minute City' where access to high-level goods and services as well as job opportunities are within 20 minutes travel time of where people live.

To be a success, investment in public transport needs to be coordinated with the development of complete communities.

Strong Activity Centres

As the city’s principal activity centres, the Ipswich City Centre and the Springfield Town Centre should at a minimum:

- Be linked to/from the Brisbane CBD and each other with high capacity, high frequency public transport services;
- Have the densest urban form in the city; and
- Provide the widest range of land uses that can be facilitated in one area.

The Goodna and Ripley Town Centres (major activity centres) should accommodate a wide range of shopping, employment, community, health, education and housing options, be well connected with public transport and have good access to the arterial road network.

The various district activity centres across the city (e.g. Brassall, Booval, Yamanto etc.) should serve local communities and be connected with quality local public transport services.

Increase Density

Compact, mixed use developments within 400-800 metres, or a five to ten minute walk, around major public transport nodes and in designated locations along railway lines and strategic bus corridors should be promoted to reduce trip lengths and reliance on the private vehicle for commuter and education trips.

Actions

Council's prioritised way forward for land use - transport integration is outlined in Table 10.
The 10 Minute Neighbourhood

Bikeway network
Playgrounds and parks
Health and wellbeing services
Childcare centres and schools
Local business hub
BBQ facilities and meeting areas

Urban Sprawl

Complete Communities

The urban sprawl model lacks structure, centres and edges
Complete communities have distinct corridors, districts and neighbourhoods

Table 10: Land Use and Transport Integration Actions

<table>
<thead>
<tr>
<th>Action</th>
<th>Policy Focus</th>
<th>Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>LU1: Support the continued application of the SEQ Regional Plan’s ‘urban footprint’ (urban growth boundary) to limit urban sprawl and protect natural landscapes and rural areas with agricultural value.</td>
<td>Complete Communities</td>
<td>O</td>
</tr>
<tr>
<td>LU2: Preserve land required for strategic transport corridors to protect options identified in iGO and for the use of future generations.</td>
<td>Complete Communities</td>
<td>O</td>
</tr>
<tr>
<td>LU3: Advocate the ‘Complete Communities’ urban model (the ‘10 minute neighbourhood’ concept) to support the early provision of public transport services and encourage walking and cycling for local trips in the greenfield growth areas such as Springfield Lakes, Spring Mountain, South Ripley, Deebing Heights, Brassall (north-west), Rosewood, Thagoona and Walloon.</td>
<td>Complete Communities</td>
<td>O</td>
</tr>
<tr>
<td>LU4: Promote compact, mixed use developments within 400-800 metres of the following major public transport nodes:</td>
<td>Strengthen Activity Centres</td>
<td>O</td>
</tr>
<tr>
<td>- Ipswich Railway Station</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- East Ipswich Railway Station</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Booval Railway Station</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Bundamba Railway Station (northern side)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Black Vale Railway Station (northern side)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Riverway Railway Station</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Redbank Railway Station (south-eastern side)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Goomburra Railway Station (northern side)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Riverway Rail Station</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Wellcamp Railway Station</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Springfield Rail Station</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Springfield Central Railway Station</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Springfield Central Railway Station (Future)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Ripley Town Centre in town public transport node (future)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Ripley East District Activity Centre in town public transport node (future)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Ripley West District Activity Centre in town public transport node (future)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Yeronga District Activity Centre in town public transport node (future)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- South Ipswich University In-town public transport node (future)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- West Ipswich In-town public transport node (Future)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LU5: Support higher density living along the following key public transport corridors (subject to detailed planning analysis):</td>
<td>Strengthen Activity Centres</td>
<td>O</td>
</tr>
<tr>
<td>- Ipswich Central to Springfield Central strategic bus corridor</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Based to Springfield Central strategic bus corridor including segments of Ipswich Road, Raceview, and Goodna to Re-Brand Plains strategic bus corridor</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LU6: Apply quality urban design principles to make public spaces attractive to users and promote sustainable forms of transport over the private vehicle.</td>
<td>Strengthen Activity Centres</td>
<td>O</td>
</tr>
<tr>
<td>LU7: Consider and plan for all transport modes in Council’s capital works and strategic land use planning projects.</td>
<td>Strengthen Activity Centres</td>
<td>O</td>
</tr>
<tr>
<td>LU8: Promote development in areas where existing or future transport systems can sustainably accommodate travel needs.</td>
<td>Strengthen Activity Centres</td>
<td>O</td>
</tr>
</tbody>
</table>

Table 10 (cont): Land Use and Transport Integration Actions

<table>
<thead>
<tr>
<th>Action</th>
<th>Policy Focus</th>
<th>Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>LU9: Conduct a review of the Local Government Infrastructure Plan and Priority Infrastructure Area and implement the results to ensure sustainable and fiscally viable urban development across the city.</td>
<td>Complete Communities</td>
<td>5</td>
</tr>
<tr>
<td>LU10: Request access to and use the Queensland Government’s spatial mapping and modelling tool called the Land Use and Public Transport Accessibility Index (LUPTAI). This tool seeks to measure how easy it is to access common destinations (i.e., health, education, employment etc.) by walking and/or public transport and will assist with making informed land use and transport decisions which encourage and promote sustainable transport outcomes.</td>
<td>Complete Communities</td>
<td>5</td>
</tr>
<tr>
<td>LU11: In the next revision of the Ipswich Planning Scheme, focus on promoting development which promotes walking, cycling and use of public transport.</td>
<td>Complete Communities</td>
<td>5</td>
</tr>
</tbody>
</table>

NOTE: The above actions will be led by either Council and/or the Queensland Government with advocacy, support and/or investment partnerships between all levels of government.

O = On going
S = Short term (within the next 5 years or by 250,000 population)
Introduction

Public transport is an extremely space and energy efficient transport mode.

When done well, public transport can promote social inclusion, help focus and facilitate compact development and avoid the need for private motoring for many or most urban trips.

If Ipswich’s transport future is to be sustainable, with a reduced reliance on the car, public transport usage will need to substantially increase. In particular, there will need to be a major mode shift from cars to public transport during peak hours with a focus on white-collar commuting and education trips. These types of trips make up a significant portion of daily movements on the transport network and present opportunities for the provision of an efficient and sustainable public transport system.

About 6% of daily trips in Ipswich are currently by public transport – mostly by train. This equates to about 40,000 daily trips. iGO’s target is for 11% of daily trips to be by public transport by the population horizon of 353,000 people. This equates to 165,000 daily trips on public transport in Ipswich – a 400% increase in public transport patronage.

For journeys to work in the major centres, the iGO public transport mode share has an even higher target, approaching 23% in the case of the Ipswich City Centre and more for the Springfield Town Centre. Achieving these targets will require considerable effort and development of additional public transport capacity. Significant changes to the existing public transport system are also required to make it more appealing and competitive with private vehicle travel and attract ‘choice’ riders.
Existing Situation

The current public transport system in Ipswich is:

- Underutilised and has spare capacity (both rail and bus). The bus network in particular is operating at patronage levels significantly lower than in other areas of SEQ.
- Providing a basic level of service with the broadest coverage possible dominated by circuitous routes, low frequencies and long journey times that people with access to private transport do not consider using for their journeys to/from work or education facilities.
- Dominated by ‘captive’ riders who use the system because they do not have access to a car (i.e. youth and elderly) and/or are not time constrained.

Rail

The rail network in Ipswich includes two rail lines:

- Ipswich/Rosewood Line
  - 15 stations within the Ipswich local government area;
  - Higher frequencies during peak times in the peak direction (i.e. to Brisbane in the morning and to Ipswich in the evening);
  - 30 minute frequencies off-peak and in the non-peak direction;
  - Higher frequencies to/from Brisbane during peak times.

- Springfield Line
  - 2 stations within the Ipswich local government area;
  - 30 minute frequencies off-peak and in the non-peak direction;
  - Higher frequencies to/from Brisbane during peak times.

These two rail lines make up a significant portion of the ‘choice’ riders using the public transport system in Ipswich and are used for mostly white collar commuter and education trips to/from Brisbane.

Rail also plays a role in the coverage network, but to a lesser extent than the bus network. The rail system is focused on connecting to/from the Brisbane Central Business District where travel to/from Brisbane via rail is a viable option due to costs of parking and travel times using a car.

As shown in Figure 12, Ipswich station has the highest patronage numbers followed by Goodna, Springfield, Redbank, Booral and Dinmore. Since the opening of the Springfield rail line, Springfield and Springfield Central stations are among the highest performing stations within Ipswich. By comparison, the railway stations between Ipswich and Rosewood have the lowest patronage on the rail network in Ipswich.

In general, the rail track and corridor network in Queensland is very well maintained and rehabilitated to a much higher standard than that of other states such as New South Wales and Victoria.

Bus

Ipswich has significantly lower bus patronage when compared to all other bus networks in SEQ. This is likely due to low population densities and because the bus network in Ipswich is predominantly focused on achieving maximum coverage to allow ‘captive’ riders, who have limited access to other means of transport, the opportunity to connect to employment and key services. However, this makes bus routes in Ipswich infrequent, long and circuitous and therefore unattractive to many potential users.

Whilst the continuation of coverage is important for social justice reasons, they can come at the expense of high frequency, fast and direct bus routes that would be attractive to ‘choice’ riders, members of the community who have access to other modes of transport.

With the rail line running east-west through Ipswich, the bus routes generally travel north-south through suburbs. Further, many areas of the Ipswich urban area are not serviced by bus at all.

Map 2: Existing Public Transport Services

Source: PSA Consulting, Australia

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Figure 12: Patronage by Rail Station (Dec 2013 – June 2014)

Source: PSA Consulting, Australia

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6. iGO: Moving Ipswich Forward
Community Transport

Community transport supplements formal public transport services and provides a service to members of the community who cannot use traditional public transport such as the elderly and residents with health issues.

There are a number of not-for-profit organisations in Ipswich that operate community based transport services. This includes Council’s City Heart Cabs Program in which seniors and people with disabilities and their carers can travel via taxi to a nearby major shopping centre for a small fee.

School Bus

The Queensland Government subsidises bus services to many schools in Ipswich (mostly secondary schools). These services can be used by the general public but they are usually covered by agencies and are limited to one or two services before and after school times. Some private schools also operate their own bus services as part of their school program.

In order to meet the objectives of iGO, increasing the number of education trips made by school buses in Ipswich needs to be a key focus. A primary factor to achieving this objective will involve identifying and addressing the barriers to use.

Taxi

While not considered a formal public transport mode, taxis support the public transport system by providing passenger transport options within the city. There is currently 68 licensed taxis operating in Ipswich, of which 15 are wheelchair accessible. Due to their cost, taxis are traditionally used for short to medium distance journeys or for occasional trips.

As noted previously, the taxi fleet is also currently used to supplement the public transport vehicle fleet for FlexiLink and City Heart Cab services.

‘Greenfield’ Development Areas

Ipswich has several current or planned ‘greenfield’ urban development areas (e.g. Ripley, Deebing Heights and Redbank Plains south) that are not currently serviced by any form of public transport.

There is often a delay in new residential areas between when the first residents arrive and when the population is of a sufficient size to support a viable public transport service. It is important that public transport services are provided in these areas as early as possible to encourage sustainable transport behaviours and reduce the need for these residents to rely on private vehicle transport and particularly to delay or avoid the purchase of a second car by households.

“Access is the first barrier many people face to using public transport.”

Jane Frances Kelly
Grattan Institute & co-author, ‘City Limits’

“In a quality city, a person should be able to live their entire life without a car and not feel deprived.”

Paul Breford
Academic
Council’s Role in Delivering Public Transport

The provision and operation of public transport services is a core responsibility of the Queensland Government and will continue to be into the future. Council’s current role in the delivery of public transport services across Ipswich are:

- Providing and maintaining bus stop infrastructure (seats, shelters, indented bus bays, litter bins, footpaths etc);
- Land use planning and development assessment;
- Subsidising community transport programs; and
- Advocating for public transport projects and initiatives.

To meet the objectives of iGO and Council’s strategic aspirations outlined in the Advance Ipswich Plan, Council will need to work closely with the Queensland Government and investigate the merits of funding and/or subsidising the public transport system in Ipswich in the future, particularly:

- Embellishments to existing bus routes through higher frequencies and lower fares that will make the route more competitive with the car;
- New high frequency/limited stop services along major corridors during peak hours that target commuter trips;
- New services to/from ‘greenfield’ development areas;
- Reapportionment of some parts of the road network from cars to buses (e.g. transit lanes, bus queue jumps at intersections) to ensure buses using major corridors are not caught up in traffic congestion;
- Provision of high quality bus stop infrastructure (e.g. shelters, real time timetable information, free wireless internet etc) and
- Investment partnerships with the private sector to trial the operation of low emission/electric buses.

Opportunities

There are a number of public transport opportunities that will assist with providing a sustainable transport future for Ipswich.

Existing Railway Line

The existing Ipswich/Rosewood and Springfield railway lines provide excellent public transport opportunities for Ipswich’s transport future.

These include:

- Promoting compact mixed use developments around designated existing railway stations (e.g. Booval and Redbank) to reduce car reliance and increase existing patronage catchments;
- Designing future ‘greenfield’ development to promote access to/from the existing Walloon, Thagoona and Rosewood railway stations;
- Advocating for and implementing higher frequencies and more express services (even in non-peak hours and directions);
- Based on information sourced from the Queensland Government, without the current rolling stock limitation and the constraints to rail capacity in inner Brisbane, six minute frequencies could be achieved on the Ipswich/Rosewood Line in the peak direction (i.e. to Brisbane in the morning peak and to Ipswich in the evening peak) and 15 minute frequencies on both rail lines could be achieved in the non-peak direction (i.e. to Ipswich in the morning peak and to Brisbane in the evening peak).

Depending on the number of rail cars in service, this would result in a total between 2,250 and 4,500 additional passengers in an hour period. Any improvement to the rail service frequency and express services will attract more people to live in Ipswich and also reduce travel times thus making rail services ultra-competitive against the private vehicle for Brisbane trips.

- Advocating for and implementing an “Automatic Train Protection” (ATP) system on the SEQ passenger rail network to prevent collisions through driver error or vehicle malfunction.

Ipswich to Springfield Public Transport Corridor

The Queensland Government has planned, and is preserving, the Ipswich to Springfield Public Transport Corridor which is a line haul public transport corridor between the Ipswich City Centre and Springfield Town Centre via Yamanto, Deebing Heights, Ripley and Redbank Plains (refer Map 3). Further information: www.tmqld.gov.au

The future mode (bus, light rail, heavy rail) along this corridor will be determined through subsequent studies. However, the preserved corridor alignment can cater for the physical requirements of a heavy rail system.

It is likely that the completion of the entire Ipswich to Springfield Public Transport Corridor will not be delivered until after the G.O horizon (i.e. with a city population > 450,000 people). However, an extension of the rail line from Springfield to Redbank Plains (to create new railway stations at Keelkoo Road and School Road) in the short term is essential to the sustainable development of the eastern suburb growth areas of the city.
Light Rail

As mentioned, the future mode along the Ipswich to Springfield Public Transport Corridor between the Ipswich City Centre and Redbank Plains is yet to be determined. The Ipswich Regional Centre Strategy (jointly developed by the Queensland Government and Council in 2008 as a masterplan for the economic and civic revitalisation of the Ipswich City Centre) identified an opportunity to use light rail to link a redeveloped mixed use ‘Railway Workshop precinct’ in the north to the University of Southern Queensland Campus in the south.

Further information: www.ipswichcentrestrategy.com.au

Opportunities exist to extend the Ipswich City Centre light rail further south to Churchill, Yamanto or even to Deebing Heights and Ripley.

Using light rail to service these areas instead of heavy rail would focus more trips to/from the Ipswich City Centre (rather than to/from Brisbane) and could possibly connect more key commercial, retail, medical and cultural nodes in Ipswich. Further, when compared to heavy rail, light rail has the potential to increase property values and promote more adjacent land uses to transition to compact mixed use developments.

Although the delivery timing of either mode option is likely to be outside the iGO horizon, it is prudent that route planning, feasibility investigations and business case development be undertaken to identify the preferred mode and ensure the suitability of the corridor currently identified. Land use patterns in proximity to the corridor can also be determined within the iGO horizon to support the future provision of the infrastructure.

Strategic Bus Corridors

Strategic bus corridors are movement corridors that link key activity centres and give priority to bus services (e.g. busways or on-road bus only lanes). These types of corridors are the main public transport movement corridors for areas not serviced by rail and, for Ipswich, will focus on:

- The north-south movement between the Ipswich City Centre and the Ripley Valley for the short to medium term, with possible extensions to Brassall and Yamanto.
- The east-west movements between the Ipswich City Centre and the Springfield Town Centre via Redbank Plains with a possible extension to Goodna.

By re-prioritising road space, strategic bus corridors can ensure bus services achieve higher frequencies, greater reliability, viability and shorter travel times. These are all factors that are essential to making bus services more competitive with cars and attracting ‘choice’ riders. In order to realign existing road space, it is likely that there will be reduced or restricted road capacity for general traffic at some locations, particularly at intersections.

High Frequency Bus Services

Council’s land-use planning paradigm for a ‘City of Centres’ provides good opportunities to provide quality, direct and frequent public transport connections within Ipswich by providing high frequency bus routes between:

- Principal activity centres at Ipswich Central and Springfield Central;
- Major activity centres at Goodna and Ripley; and
- District activity centres at Booval, Brassall, Karalee, Redbank, Redbank Plains, Ripley East, Ripley West, Rosewood, Wallaroo and Yamanto.

There are opportunities to brand these high frequency bus routes to distinguish them from regular bus coverage services (e.g. similar to the Brisbane ‘BUZ’, ‘Bullet’, ‘Roadie’ and ‘CityGlider’ services) and in turn, encourage more patronage by ‘choice’ riders.

Some of the high frequency bus services will also act as a high quality interim transport service prior to the extension of the rail line to Redbank Plains and the Ripley Valley in the longer term.

Feeder Bus Services

Local bus routes do not need to go all the way to the core of the Ipswich City Centre and the Springfield Town Centre. By terminating at a bus interchange or railway station, the length of the journey can be significantly reduced and the need for expanding Park ‘n’ Ride facilities reduced. Savings from this can go to upgrading service frequency (reducing average wait time) and increasing span of operating hours (directly increasing personal mobility).

However, bus feeder networks in SEQ are generally poor as it is very difficult to get people to use buses to travel to and from key rail and bus stations. As such, there are significant opportunities for improvements in this regard, particularly when it comes to bus frequency and timetabling, reliability, travel time, cost and transfer convenience.

Market Demand

Significant increases in population and employment numbers forecast for Ipswich provide substantial opportunities for improved public transport provision through ‘market demand’. Market demand makes the provision of quality public transport more economically viable.

Greenfield Communities

In new and emerging greenfield communities such as Ripley, Deebing Heights and Wallaroo, there is a unique opportunity to develop sustainable transport habits of residents by providing public transport from an early stage.

“Public transport faces increasingly intense conflict between patronage levels and coverage goals.”
Jarrett Walker
International public transport consultant.
Special Events
The use of public transport is conducive for special events that attract moderate to large audiences (e.g. sporting events, festivals, concerts and conferences). The success of high public transport patronage when attending events at Suncoast Stadium is an example where the cost of public transport is factored into the ticket pricing. Similar protocols will need to be implemented for special events in Ipswich in the future.

New Technology
Opportunities exist to enhance and develop technology for public transport services including:

- Emerging battery technology will see electric buses (i.e. buses propelled by electric motors with low exhaust and noise emissions) being able to recharge quickly (< 15 minute turnaround);
- ‘Interim’ bus services between Ripley and the Ipswich City Centre and Springfield Town Centre could be trialled using quick charge electric buses which are jointly funded between the public and private sectors through an ‘innovation partnership’; and
- Smart phone applications (‘apps’) that provide real time transit information to patrons as well as emerging initiatives such as Uber and other ride share programs that allow consumers to submit a trip request which is then routed to drivers who use their own cars.

One Percenters
There are opportunities for a number of relatively minor improvements to the public transport system that would assist to encourage more public transport usage (dubbed ‘one percenters’). These include but are not limited to the following elements:

- Adequate conveniences for patrons at railway stations and major bus interchanges. This includes:
  - Safe, clean, well located and signed toilets (mandatory at all stations);
  - Shelter, seating and bins;
  - Facilities selling beverages and snacks (e.g. vending machines, cafés, coffee stalls/vans);
  - Free, high speed wireless internet service (wifi); and
  - Lighting and active CCTV surveillance;
- All railway stations and major bus interchanges are staffed for ticketing, customer information and security purposes;
- Installation of real time display devices at railway stations and bus stops on HFP routes for customer information purposes;
- Improvements to active transport (walking and cycling) facilities to, from and at railway stations and major bus interchanges;
- As part of a measured public transport fare review, the following elements could be introduced/reintroduced:
  - A logical, easy to understand and equitable fare structure;
  - Weekly, monthly and yearly ticketing options;
  - Fare capping (e.g. maximum charge of $60 per week); and
  - Concession fares (e.g. for people with low incomes);
- ‘Catch Public Transport’ publicity days where public transport services are offered free (or at minimal cost) for a day (or number of days) to attract new patrons; and
- Financial and off-set incentives to organisations with a large white collar workforce to encourage their staff to use public transport to commute to and from work. This includes the development and implementation of worksite ‘Green Travel Plans’.

Challenges
Ipswich has a number of challenges for quality public transport as outlined below.

Industrial Areas
Ipswich has numerous existing, emerging and planned industrial areas across the city that underpin Ipswich’s economy and will continue to drive job growth into the future. However, these industrial areas will be difficult to service with viable public transport services due to their large-scale nature and workforce start and finish times.

However, it is noted that industrial areas such as Redbank, Bundamba and Riverview are in proximity to existing railway stations.

Large Lot Residential Areas
Ipswich contains a number of areas with predominantly large lot residential land uses such as Karalee, Chuwar, Pine Mountain and Karanba. Although acreage living is a lifestyle choice for those residents, these areas are difficult to service with a meaningful public transport system other than with demand responsive and school bus services.

Certain Trip Types
There are certain trip types that, for a number of reasons, are considered impractical and not conducive to travel using public transport. These trips include:

- Some retail trips (grocery, bulky goods and hardware shopping);
- Blue collar construction trade trips (e.g. carpenters, plumbers, electricians);
- Some recreation trips (e.g. to/from children’s organised tissues);
- Infant day care/kindergarten/preparatory school trips;
- Some medical trips (e.g. doctor, hospital);
- Moderate to long inter-city trips (e.g. Toowoomba, Gold Coast, Sunshine Coast);
- Shift work commuter trips (e.g. nursing, industrial cleaning);
- Freight/goods delivery trips and (e.g. trucks, couriers); and
- Brisbane Airport trips (e.g. large family and lots of luggage).
Servicing Multiple Growth Fronts
Along with infill development in traditional suburbs, Ipswich has numerous residential growth fronts. These range from Springfield Lakes, Augustine Heights, Bellbird Park, Redbank Plains and Collingwood Park in the east, Ripley and Deebing Heights in the south and Brassall, Walkana, Wallaroo and Rosewood in the north and west.
There is sufficient housing market appetite for all of these areas to develop at or near the same time. Along with the development of the activity centres and regional business and industry areas across the city, these multiple growth fronts will be difficult to vibly service with meaningful public transport services all at the same time.
This is why development is being supported around existing public transport infrastructure where possible (e.g. at existing railway stations at Rosewood, Thagoona and Wallaroo).

Rail Station Platforms
The platforms at railway stations need to be at the same level as trains to improve ease of boarding and alighting. At many stations this is not the case.

Park ‘n’ Ride Facilities
Although reasonable amounts of parking spaces need to be made available at some designated railway stations (such as at Dinmore and Karalee) and the future planned stations at Redbank Plains (Kingides Road) and Deebing Heights, it is not financially sustainable to keep on expanding parking as already developed streets and even suburbs will become car parks. The bottom line is that park ‘n’ ride facilities only make sense to support communities where residential density does not properly support buses.

Further, the community cannot afford the high cost of ‘free’ park ‘n’ ride facilities. For example, millions of dollars of public money was spent around Springfield Central railway station in 2013 to create approximately 480 parking spaces for rail patrons. That amount of parking only generates enough patron to partially fill one six-carriage train.

As such, constructing more and more parking spaces around railway stations that can be readily serviced by HFP and feeder buses does not make economic sense. This is particularly so in principal and major activity centres where ‘free’ upgrade car parks are not the highest and best use for valuable land. Charging for the use of park ‘n’ ride facilities is necessary where car park demand exceeds space available.

Policy Focus
To achieve future public transport mode share targets in Ipswich there needs to be a rethink and reorganisation of the public transport system in SEQ to create improvements that advantage not only Brisbane but also the entire region.
This needs to include the creation of strong ties and partnerships between relevant government authorities and a major review of the public transport network and fare structures with a policy focus on the following elements:

Attracting ‘Choice’ Riders
The public transport system needs to attract a greater number of ‘choice’ riders (particularly commuter and education trips during peak hours) through the provision of better services via shorter journeys and wait times and affordable fare structures.

Connecting Key Activity Centres
The importance of providing connections to and from activity centres that provide access to key goods and services as well as the ability to work and social interaction is highlighted by results received from patronage data and current route patterns. Therefore the policy focus should be on the provision of quality public transport services to and from activity centres (existing, emerging and planned).

Servicing Greenfield Areas
New ‘greenfield’ development areas such as Redbank Plains south, Ripley and Deebing Heights will require fast mass transit connections to and from the Ipswich City Centre, the Springfield Town Centre and other activity centres by the IGO horizon. The issue facing the Queensland Government and Council is how to best service these emerging areas with viable and meaningful public transport services in the interim to ensure that sustainable travel patterns are developed early in the development cycle.

Meeting the Funding Challenges of Public Transport
Tourism and Transport Forum
"One of the key drivers of low mode share of public transport in Australia is the low population densities of Australian cities.’"
Map 3: Strategic Public Transport Corridor Map

- Warrego Highway
- Centenary Highway
- Ipswich Motorway
- Logan Motorway
- Ripley West
- Karalee
- Brassall
- Walloon
- RAAF Base Amberley
- IPSWICH CENTRAL
- Wulkuraka
- Yamanto
- Rigley West
- Ripley
- Redbank
- Booval
- North Ipswich
- Bundamba
- Goodna
- Blackstone
- Churchill
- Collingwood Park
- Redbank Plains
- Springfield
- New Chum Carole Park
- Swanbank
- Bundamba
- Keidges Road
- Dinmore
- Keidges Road
- Ipswich Motorway
- Logan Motorway

LEGEND
- Existing Sub-regional Activity Centre
- Existing Regional Centre
- Existing City/Town Centre
- Future Sub-regional Activity Centre
- Future Regional Centre
- Future City/Town Centre
- Road
- Rail

Future Strategic Bus Corridor
- High Frequency Bus Service
- Local Route Bus Service
- Principal Park & Ride Facility
- Principal Regional Activity Centre
- District Activity Centre
- Main Street Activity Centre

Existing Strategic Bus Corridor
- Low Priority

Existing Rail Station
- Principal Regional Activity Centre
- District Activity Centre
- Main Street Activity Centre

Existing Rail Station
- Low Priority

Future Rail Station
- Principal Regional Activity Centre
- District Activity Centre
- Main Street Activity Centre

Future Rail Station
- Low Priority

Existing Railyard
- Principal Regional Activity Centre
- District Activity Centre
- Main Street Activity Centre

Existing Railyard
- Low Priority

Future Railyard
- Principal Regional Activity Centre
- District Activity Centre
- Main Street Activity Centre

Future Railyard
- Low Priority

Not to scale

Strategic Public Transport Corridor Map

*Exact route to be confirmed by Translink as transit map is based on published routes and there are variations on alternative bus services.*

Map 3: Strategic Public Transport Corridor Map
### Table II: Public Transport Actions

<table>
<thead>
<tr>
<th>Action</th>
<th>Policy Focus</th>
<th>Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>PT1: Progressively upgrade infrastructure to make railway stations more accessible and reflective of the modal access priority for that station (e.g. feed in buses, cycling, walking, kiss ’n’ ride, park ‘n’ ride)</td>
<td>✓ ✓ ✓ ✓</td>
<td>O</td>
</tr>
<tr>
<td>PT2: Install shelters and other works at bus stops to ensure patrons are comfortable and safe and disability access standards are met. This includes the provision of WiFi internet access at key stops.</td>
<td>✓ ✓ ✓</td>
<td>O</td>
</tr>
<tr>
<td>PT4: Continue to provide the City Heart r/Bus program to assist elderly people and people with a disability to travel to their local shopping centre.</td>
<td>✓ ✓ ✓</td>
<td>O</td>
</tr>
<tr>
<td>PT6: Progressively upgrade infrastructure to make railway stations more accessible and reflective of the modal access priority for that station (e.g. feed in buses, cycling, walking, kiss ’n’ ride, park ‘n’ ride)</td>
<td>✓ ✓ ✓ ✓</td>
<td>O</td>
</tr>
<tr>
<td>PT9: Advocate for and implement the extension of the rail line from Springfield to Redbank Plains South including stations at Cambridge Park (park ‘n’ ride) and School Road (park ‘n’ ride).</td>
<td>✓ ✓ ✓</td>
<td>S/M</td>
</tr>
<tr>
<td>PT10: Establish a Public Transport Advisory &amp; Coordination Group between the Queensland Government, Council and other stakeholders to advise, facilitate partnerships, the sharing of information, collaboration and prudent decision making based on local knowledge and input.</td>
<td>✓ ✓</td>
<td>S</td>
</tr>
<tr>
<td>PT11: Advocate for and implement infrastructure enhancements to the SEQ passenger rail network to allow for increased capacity, speeds, service frequencies and reduced passenger travel and waiting (dwell) times. Initiatives include:</td>
<td>✓ ✓ ✓ ✓</td>
<td>S/M</td>
</tr>
<tr>
<td>PT12: Introduce high frequency peak hour bus services between the Ipswich City Centre and Ripley Crossing Heights, Yamanto; Brisbane Central, the rail and Redbank Plains. Over time these routes would become all day services.</td>
<td>✓ ✓ ✓ ✓</td>
<td>S</td>
</tr>
<tr>
<td>PT13: Introduce high frequency peak hour bus services between the Springfield Town Centre and the surrounding residential growth areas such as Redbank Plains and Bellbird Park. These services would be hybrids of current Route S52 and Routes 529/526. Over time these routes would become high frequency all day services.</td>
<td>✓ ✓ ✓ ✓</td>
<td>S</td>
</tr>
<tr>
<td>PT14: Introduce feeder bus services between Goodna and Redbank railway stations and Redbank Plains North and Collingwood Park.</td>
<td>✓ ✓ ✓</td>
<td>S</td>
</tr>
<tr>
<td>PT15: Introduce feeder bus services between Darra railway station and Reiver/ Finden/View and Koala (Chowar) at the Cunningham and Warrego Highways.</td>
<td>✓ ✓ ✓ ✓</td>
<td>S</td>
</tr>
<tr>
<td>PT16: Construct a passenger and/or pick up facility at Isaak’s Rd at Springfield Lakes to service patrons accessing the nearby Springfield railway station (exact routing to be established by Translink).</td>
<td>✓ ✓ ✓</td>
<td>S</td>
</tr>
<tr>
<td>PT17: Undertake route planning and feasibility investigations on the Ipswich City Centre - Yamanto - Ripley light rail mode option. If feasible, then:</td>
<td>✓ ✓ ✓</td>
<td>S</td>
</tr>
<tr>
<td>PT18: Develop a Public Transport Advisory and Action Plan that outlines the details of Council’s preferred short, medium and long-term public transport options that can be used as an advisory tool to inform future investment decisions. This is based on public transport, access and mobility development aspects of the city and the early project planning of a new north-south rail corridor to assist with the expansion of CBD and new urban areas.</td>
<td>✓ ✓ ✓</td>
<td>S</td>
</tr>
<tr>
<td>PT19: Establish public transport protocols for special events that will attract moderate to large audiences.</td>
<td>✓ ✓ ✓</td>
<td>S</td>
</tr>
<tr>
<td>PT20: Establish public transport protocols for special events that will attract moderate to large audiences.</td>
<td>✓ ✓ ✓</td>
<td>S</td>
</tr>
<tr>
<td>PT21: Investigate the merits of Council funding or subsidising the public transport system in Ipswich in the future. Retrospectively:</td>
<td>✓ ✓ ✓</td>
<td>S</td>
</tr>
<tr>
<td>PT22: Construct the Ipswich City Centre to Ripley Town Centre section of the Ipswich to Springfield Public Transport Corridor to inform land use planning, urban design and development assessment decisions.</td>
<td>✓ ✓ ✓</td>
<td>S</td>
</tr>
<tr>
<td>PT23: Construct the Ipswich City Centre to Ripley Town Centre section of the Ipswich to Springfield Public Transport Corridor to inform land use planning, urban design and development assessment decisions.</td>
<td>✓ ✓ ✓</td>
<td>S</td>
</tr>
<tr>
<td>PT24: Expand park ‘n’ ride facilities at Darra and Redbank stations.</td>
<td>✓ ✓ ✓</td>
<td>S</td>
</tr>
</tbody>
</table>

**O = On going**

**S = Short term (within the next 5 years or by 250,000 population)**

**M = Medium term (within the next 10 years or by 350,000 population)**

**L = Longer term (within the next 20 years or by 435,000 population)**

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**Table II (cont): Public Transport Actions**

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</tr>
<tr>
<td>PT21: Investigate the merits of Council funding or subsidising the public transport system in Ipswich in the future. Retrospectively:</td>
<td>✓ ✓ ✓</td>
<td>S</td>
</tr>
<tr>
<td>PT22: Construct the Ipswich City Centre to Ripley Town Centre section of the Ipswich to Springfield Public Transport Corridor to inform land use planning, urban design and development assessment decisions.</td>
<td>✓ ✓ ✓</td>
<td>S</td>
</tr>
<tr>
<td>PT23: Construct the Ipswich City Centre to Ripley Town Centre section of the Ipswich to Springfield Public Transport Corridor to inform land use planning, urban design and development assessment decisions.</td>
<td>✓ ✓ ✓</td>
<td>S</td>
</tr>
<tr>
<td>PT24: Expand park ‘n’ ride facilities at Darra and Redbank stations.</td>
<td>✓ ✓ ✓</td>
<td>S</td>
</tr>
</tbody>
</table>

**O = On going**

**S = Short term (within the next 5 years or by 250,000 population)**

**M = Medium term (within the next 10 years or by 350,000 population)**

**L = Longer term (within the next 20 years or by 435,000 population)**

---

**Table II (cont): Public Transport Actions**

<table>
<thead>
<tr>
<th>Action</th>
<th>Policy Focus</th>
<th>Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>PT11: Advocate for, investigate and where relevant implement infrastructure enhancements to the SEQ passenger rail network to allow for increased capacity, speeds, service frequencies and reduced passenger travel and waiting (dwell) times. Initiatives include:</td>
<td>✓ ✓ ✓ ✓</td>
<td>O</td>
</tr>
<tr>
<td>PT12: Introduce high frequency peak hour bus services between the Ipswich City Centre and Ripley Crossing Heights, Yamanto; Brisbane Central, the rail and Redbank Plains. Over time these routes would become all day services.</td>
<td>✓ ✓ ✓ ✓</td>
<td>S</td>
</tr>
<tr>
<td>PT13: Introduce high frequency peak hour bus services between the Springfield Town Centre and the surrounding residential growth areas such as Redbank Plains and Bellbird Park. These services would be hybrids of current Route S52 and Routes 529/526. Over time these routes would become high frequency all day services.</td>
<td>✓ ✓ ✓ ✓</td>
<td>S</td>
</tr>
<tr>
<td>PT14: Introduce feeder bus services between Goodna and Redbank railway stations and Redbank Plains North and Collingwood Park.</td>
<td>✓ ✓ ✓</td>
<td>S</td>
</tr>
<tr>
<td>PT15: Introduce feeder bus services between Darra railway station and Reiver/ Finden/View and Koala (Chowar) at the Cunningham and Warrego Highways.</td>
<td>✓ ✓ ✓ ✓</td>
<td>S</td>
</tr>
<tr>
<td>PT16: Construct a passenger and/or pick up facility at Isaak’s Rd at Springfield Lakes to service patrons accessing the nearby Springfield railway station (exact routing to be established by Translink).</td>
<td>✓ ✓ ✓</td>
<td>S</td>
</tr>
<tr>
<td>PT17: Undertake route planning and feasibility investigations on the Ipswich City Centre - Yamanto - Ripley light rail mode option. If feasible, then:</td>
<td>✓ ✓ ✓</td>
<td>S</td>
</tr>
<tr>
<td>PT18: Develop a Public Transport Advisory and Action Plan that outlines the details of Council’s preferred short, medium and long-term public transport options that can be used as an advisory tool to inform future investment decisions. This is based on public transport, access and mobility development aspects of the city and the early project planning of a new north-south rail corridor to assist with the expansion of CBD and new urban areas.</td>
<td>✓ ✓ ✓</td>
<td>S</td>
</tr>
<tr>
<td>PT19: Establish public transport protocols for special events that will attract moderate to large audiences.</td>
<td>✓ ✓ ✓</td>
<td>S</td>
</tr>
<tr>
<td>PT20: Establish public transport protocols for special events that will attract moderate to large audiences.</td>
<td>✓ ✓ ✓</td>
<td>S</td>
</tr>
<tr>
<td>PT21: Investigate the merits of Council funding or subsidising the public transport system in Ipswich in the future. Retrospectively:</td>
<td>✓ ✓ ✓</td>
<td>S</td>
</tr>
<tr>
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<td>✓ ✓ ✓</td>
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</tr>
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<td>✓ ✓ ✓</td>
<td>S</td>
</tr>
<tr>
<td>PT24: Expand park ‘n’ ride facilities at Darra and Redbank stations.</td>
<td>✓ ✓ ✓</td>
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</tbody>
</table>

**O = On going**

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Introduction

Active transport is an efficient, cost effective, healthy, sustainable and accessible form of transport which has many benefits for both the individual and the community.

Active transport refers to trips which rely primarily on human power to get from place to place. The most common forms of active transport are walking and cycling though it also includes such modes as wheelchairs, skateboards, roller blades, mobility devices and scooters. Active transport is an inclusive form of transport accessible to all and provides a range of benefits to the individual as well as society, the economy and environment.

Connecting SEQ 2031 identifies that almost 50% of car trips are less than five kilometres long and a large portion of these trips are for work, shopping and education purposes. Five kilometres is an easy cycling distance for most people and distances less than two kilometres are considered an easy walking distance for the majority of people. This suggests that there are a large number of trips that could potentially be shifted to walking and cycling, provided certain barriers are removed.

A priority for the Queensland Government and Council is to ensure the provision of an active transport network which focuses on areas and connections that will get more people walking and cycling more often. Targets include promoting people to use active transport within and between activity centres (employment, shopping, community services etc.), to access education facilities (tertiary and school) and to access public transport nodes/trunk routes.

The current lack of easily walkable urban environments created by low density urban development (i.e. length of trips), dependency on private vehicles and concerns regarding safety has reduced opportunities for incidental exercise and contributed to increased overall physical inactivity. In Queensland almost one in two adults are overweight or obese and obesity in our children is increasing. According to medical experts, exercising for 30 minutes each day can improve health overall and assist in weight loss. Providing a transport system that encourages people to combine regular exercise through walking or cycling with their daily travel requirements offers a great chance to improve community health levels and reduce pressure on the health care system.

Active transport is also a relatively low cost activity as it requires very little equipment and has low operating costs for the individual. Indeed, the South East Queensland Principal Cycle Network Plan (2007, p9) identifies that the cost of purchasing and maintaining a bicycle is around 1% of the cost of purchasing and maintaining a car. Additionally active transport modes are not impacted by fuel cost volatility. Therefore converting from a multi-vehicle household to a single vehicle household can offer significant savings for a family. The cost and space required to provide and maintain active transport infrastructure is also much lower than that required for similar infrastructure for the car.

Creating active transport friendly environments (particularly in activity centres) has been shown to increase the amenity, vitality and viability of these areas through improved business activities and community identity. Pedestrians and cyclists in these environments are also more likely to positively engage with each other, resulting in reduced social isolation issues in the community. Additional benefits of active transport include reducing congestion on the roads, reducing noise pollution, greenhouse gas emissions and consumption of fossil fuels.

iGO will inform and guide the development of the active transport network in Ipswich to ensure that the use of this transport mode is maximised and the benefits are realised.

“We’ve been building cities as if the most important element is the car. We should be building like the most important element is the people.”

Brent Toderian
Former chief planner, Vancouver, Canada

Existing Situation

There are currently about 1000 kilometres (km) of footpaths and bikeways in Ipswich. This includes approximately 65km of shared use paths, including dedicated off-road facilities such as the Brassall and Goodna Creek Bikeways. There are also approximately 86km of on-road cycle lanes.

Bikeways

The Brassall Bikeway is a high quality path that has been jointly funded by the Queensland Government and Ipswich City Council. The project has seven stages of which three (5km) have been completed and a fourth stage is currently under construction (2.8km). When fully complete, the Brassall Bikeway will link the Ipswich City Centre with the suburbs of North Ipswich, Brassall, Wulkuraka, Karabin and Pine Mountain.

The Goodna Creek Bikeway is another initiative of Ipswich City Council that once completed will link the suburb of Redbank Plains with the Redbank Train Station via a high quality path through Collingwood Park and past Redbank Plaza.

Bikeways are also currently available from Dinmore, east towards Brisbane in proximity to the Ipswich Motorway.

Pedestrians

Approximately 8% of trips in Ipswich are currently made by walking (as the single form of transport). A typical trip that the majority of pedestrians are currently willing to walk is approximately 400 metres which can be completed in about five minutes. However, a pedestrian's willingness to walk a particular distance also often depends on other factors such as safety, climate, topography and barriers such as inadequate infrastructure, rivers, major roads and fences.

Connecting SEQ 2031 builds on these priorities and identifies regional priority actions and initiatives for active transport modes. This document also provides guidance on the types of user groups and trips to target.

For example, it identifies that a high proportion of trips for work, shopping, social, recreation and educational purposes are less than five kilometres. By focusing on this catchment (refer Figure 13) and completing active transport networks to/from these high activity areas, supported by aligned land use outcomes, it will maximise the opportunity for people to use an active transport mode more often.

The South East Queensland Principal Cycle Network Plan 2015 flags the demand for, location and function of important cycle routes and missing links to inform planning, design and construction of cycle infrastructure (refer to Map 4) in many instances. Further planning and design is required to determine the precise route and appropriate standard of cycling facility.

G.O. and its subsequent actions (with assistance from the Queensland Government via the Cycle Network Local Government Grants Program) will form the important local link between these strategic documents and the type of active transport network which is delivered for Ipswich.

Context

Implementing an effective active transport network involves state government agencies, local governments, local communities and businesses all working in partnership.

Guidance for the design and delivery of an active transport network is provided in such documents as the Queensland Government's Queensland Cycle Strategy 2011-2021. The Queensland Cycle Strategy 2011-2021 identifies four priority areas for action to achieve the vision of, ‘more cycling, more often on safe, direct and connected routes’. These priority areas include:

- Building safe, direct and connected cycle networks;
- Growing a cycling culture;
- Creating cycle-friendly communities; and
- Developing a cycling economy.

Connecting SEQ 2031 builds on these priorities and identifies regional priority actions and initiatives for active transport modes. This document also provides guidance on the types of user groups and trips to target.

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Figure 14: Typical Walking Catchment by Destination

Source: Department of Transport and Main Roads (2011), Connecting SEQ 2031: An Integrated Regional Transport Plan for South East Queensland
Map 4: 2015 SEQ Principal Cycle Network Plan Ipswich Map

2015 SEQ Principal Cycle Network Plan Ipswich Map

NOTE: At the time of completing this document, the Queensland Government had yet to finalise and release the updated SEQ Principal Cycle Network Plan. However, the routes outlined on this map were endorsed by Council in December 2015.

* All route alignments and configurations shown are subject to future investigation and corridor planning.
Cyclists

Less than 1% of trips in Ipswich are currently made by bicycle.

Similar to pedestrians, there are generally accepted distances that cyclists can travel in a given timeframe. At a comfortable cycling speed of 18km/hour, a trip of 1km becomes an easy 20 minute bicycle ride for most people. Having said this, there is also a wide range of ability between cyclists and the needs of different types of cyclists vary considerably. Figure 15 summarizes different categories of cyclists, their characteristics and desired riding environments.

The National Cycling Participation Survey undertaken by the Australian Bicycle Council in 2011 found that 20% of Ipswich residents ride a bicycle during a typical week and 28% of Ipswich residents ride in a typical month. Of those who ride regularly, 84% of cyclists ride for recreation, 7% ride to commute and 6% for education purposes.

The Queensland Cycle Strategy 2011-2021 identifies that the top six things people consider important when choosing a transport mode are the same between a cyclists and a driver, as shown in Table 12. Therefore current bicycle uptake in Ipswich is considered to be impacted on by factors such as trip lengths greater than the ‘cycle catchment’, safety, climate, topography, inadequate infrastructure, barriers, ease of private vehicle use and parking supply.

Table 12: Considerations for Motorists and Cyclist Travel Choice

<table>
<thead>
<tr>
<th>Destination</th>
<th>Car Drivers</th>
<th>Cyclists</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reliability (consistent travelling time)</td>
<td>Able to leave anytime</td>
<td>Ease of access from home</td>
</tr>
<tr>
<td>Convenience</td>
<td>Flexibility</td>
<td>Able to go anywhere</td>
</tr>
<tr>
<td>Shortest travel time</td>
<td>No waiting time before travel</td>
<td>Protection from weather</td>
</tr>
<tr>
<td>Protect from weather</td>
<td>Quit</td>
<td>Comfort</td>
</tr>
<tr>
<td>Familiarity</td>
<td>Stress</td>
<td>Safety</td>
</tr>
<tr>
<td>Stress</td>
<td>Safety</td>
<td>Make the best use of travel time</td>
</tr>
</tbody>
</table>

Top 1-3

Top 4-6

Top 7-10

Figure 15: Categories of Cyclists and their Characteristics

Primary school children

Cognitive skills not developed, little knowledge of road rules, require supervision. Uses off-road path, footpath or very low volume residential street.

Secondary school children

Skill varies, developing confidence. Generally use on-road facilities or off-road paths where available.

Recreational

Experience, age and skills vary greatly. Desire off-road paths and quiet local streets. Avoid heavily trafficked routes. More experienced riders will prefer to use road system for long journeys.

Commuter

Vary in age, skill and fitness, some highly skilled and able to handle a variety of traffic conditions. Some prefer paths or low stress roads and are willing to take longer to get to destination. Others want a quick trip regardless of traffic conditions. Primarily require space to ride and smooth riding surface, to maintain speed.

Sporting

Often in groups, two abreast, occupying left lane, with needs similar to commutes. Travel long distances in training on tandem. May include challenging terrain in outer urban or rural areas. Generally do not ride off-road because of high speed and conflict with other users.

Touring

Long distance journeys, may be heavily equipped, some travelling in groups. Often route is similar to that of other tourists.

Utility

Ride for specific purposes (shopping), short length trips, routes unpredictable. Not on highly trafficked roads. Needs include comprehensive, low stress routes and appropriate end of trip facilities.

When I see an adult on a bicycle, I do not despair for the human race.”

H. G. Wells

Author

Source: Department of Transport and Main Roads (2013). Transport User Analysis of South East Queensland residents

Source: Department of Transport and Main Roads (2013). Transport User Analysis of South East Queensland residents

Opportunities

Many opportunities exist in Ipswich to make active transport an attractive transport choice.

City of Centres

With Ipswich’s land use planning focused on becoming a ‘City of Centres’, the increase in densities and land use mixes in and around each activity centre and key transport nodes will result in a large portion of the population living, working and recreating within walking and cycling catchments.

However, to fully grasp the opportunities this presents in regards to promoting an uptake to active transport, supportive active transport environments must be created. This involves combining density with high quality design (network and supporting infrastructure), increasing accessibility to public transport, promoting diversity of different land uses, facilitating destination accessibility, mitigating climatic factors where possible, supporting demand management initiatives (cost and availability of parking) and incorporating place making principles (street and public realm design).

Greenfield Development

According to Connecting SEQ 2031, almost 50% of new residential development in the region will be in new communities termed ‘greenfield developments’. Ipswich contains a number of greenfield residential development areas such as Redbank Plains south, Springfield, Ripley, Deebing Heights, Wallaroo and Thagoona. As such, there is a significant opportunity to influence travel behaviours of many residents early on by ensuring these developments are designed appropriately around walkable and cycle catchments. Figure 16 shows an example of how much development design can impact the walkable catchment.

Greenfield developments also provide opportunities to trial and implement new and innovative sustainable transport ideas. This is due to the relatively low cost of construction when compared to retrofitting existing suburbs (i.e. relocating services and utilities, land acquisition etc).

Figure 16: Comparison of walking environments in a compact and low density neighbourhood

Space

Walking and cycling require much smaller amounts of road space than private vehicles to move the same number of people (refer to Figure 17). When comparing space required for parking, the same can be concluded. This means there are opportunities to gain greater efficiencies on the existing road network by re-prioritising the mode that the street is designed for in certain areas. This has serious advantages when trying to retrofit existing suburbs and it also negates the need to find additional space and funding for new, safe and effective active transport networks in already built up areas.

Linear Open Space Corridors

Open space is a highly valued asset by Ipswich residents as it is a significant contributor to Ipswich’s character, lifestyle, health, biodiversity and it helps to moderate urban heat island effects.

Ipswich has approximately 7800 hectares of publicly accessible open space. Much of the network is located along linear corridors such as creeks and riparian areas and is further supplemented by drainage areas and other easements (rail, power, telecommunications etc.).

Ipswich’s linear open space corridors provide an opportunity to link residential areas to activity centres and community hubs (schools, parks, sporting facilities, shops etc.) via safe, user friendly and attractive strategic active transport corridors.

They also provide opportunities to link together various activity centres in Ipswich, promote longer trip distances and in turn contribute towards activating these types of open spaces. It is also important to ensure that these strategic active transport corridors have high quality linkages with the on-road active transport network. This will increase catchment sizes and improve the overall active transport network connectivity.

Figure 17: Road Space Comparison
Challenges

Overcoming the challenges outlined below will be key to encouraging more trips via active transport.

Prioritising Active Transport

In order to accommodate the projected population growth to 415,000 people, Ipswich will need to significantly increase the percentage of trips made by walking and cycling. The percentage of daily trips made by walking needs to increase from just over 11% to 17% and cycling trips need to increase from less than 1% to 3%. This equates to an increase in daily active transport trips from the current 38,000 trips to 230,000 trips. This is more than a four-fold increase in daily trips made by these modes.

Encouraging and facilitating this number of active transport trips requires a change from the traditional private vehicle dominated culture of Ipswich to one where walking and cycling are a regular part of everyday life for most people. This presents challenges around community attitudes and behaviours, particularly toward the sharing and re-prioritisation of road space. Addressing these challenges will involve infrastructure solutions, increased awareness of all road users, education, training and publicity.

Safety

The Queensland Cycle Strategy 2011-2021 and Connecting SEQ 2031 both identify safety as a major barrier to people walking and cycling, particularly where it requires the use of an on-road facility where cyclists (and sometimes pedestrians where there is no footpath) mix with general traffic (refer to Figure 18).

In order to increase the number of people walking and cycling across Ipswich, the safety of these vulnerable users must be maximised. This challenge can be addressed through education, infrastructure and design solutions. However, there is also evidence which indicates that the more cyclists there are, the greater the safety for all cyclists. This is the result of more motorists becoming cyclists themselves and also because motorists become more accustomed to seeing cyclists and adjust their behaviour accordingly. This principle also applies to pedestrians and other vulnerable road users.

Figure 18: Situations Where Cyclists Report Feeling Safe

![Figure 18: Situations Where Cyclists Report Feeling Safe](image)

Source: Queensland Transport (2009), Sustainable Transport Survey


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Topography and Climate

As previously mentioned, there are certain distances that people are generally willing to travel by walking or cycling and this often depends on the type of destination/purpose of trip. This distance also varies depending on the season, climate experienced during the trip and the topography being traversed.

The overall topography (hills, valleys) in Ipswich provides a challenge as it affects people’s ability and desire to walk and cycle. Therefore it is an important factor to consider when deciding on and designing walking and cycling routes. This is especially so when there are members of the community who are young, inexperienced; have limited mobility and are reliant on wheelchairs or mobility scooters to get around. Physical barriers such as rivers, railway lines and large busy roads (highways, motorways) must also be addressed. This is often achieved through dedicated crossing facilities such as bridges or underpasses to allow active transport routes to be as safe, direct and as effortless as possible.

Ipswich’s climate of hot and humid summer days and winter’s with darker, colder evenings and mornings are not overly attractive in encouraging more people to walk and cycle. However, mild sunny days during winter and pleasant morning and evening temperatures during spring and autumn are conducive to the active travel modes.

While Council is unable to influence the weather, it can consider the local climate when deciding on, designing and implementing supportive active transport infrastructure. This involves the provision of drinking fountains at key locations along active transport routes, shading pathways (trees or constructed) and providing end of trip facilities (showers, lockers and change rooms) at destinations.

Achieving Connectivity

With the exception of pedestrian and cyclist specific projects (e.g. Brassall Bikeway), the delivery of pedestrian and cycle infrastructure and supporting infrastructure across the city has been somewhat ad hoc in the past. This has resulted in pathways and cycle routes to/from key destinations being disconnected and incomplete.

Ensuring that an appropriate active transport network is identified and protected will enable Council to identify and prioritise missing links and take a strategic, connected and targeted approach to delivery.
Policy Focus

To achieve iGO’s future active transport mode share targets in Ipswich, partnerships between Council, the Queensland Government, schools, local communities and businesses need to be strengthened. Consequently, Council is supportive of the Queensland Government’s strategic direction outlined in the Queensland Cycle Strategy 2011-2021 and will take on the following policy focus with regards to active transport in Ipswich:

- Building Quality Active Transport Networks;
- Developing Supportive Active Transport Communities; and
- Growing an Active Transport Culture.

Building Quality Active Transport Networks

Communities with quality active transport networks (with the key features outlined in Figure 19) make walking and cycling a viable, convenient and enjoyable transport choice.

Achieving this policy focus involves the development of network plans and strategies, building connected networks and making walking and cycling part of all Council infrastructure projects.

Delivery of active transport infrastructure is to be guided by such documents as the SEQ Principal Cycle Network Plan and active transport strategies/programs developed by Council, with priority given to:

- Providing links which connect centres and key attractors (e.g. via protected cycle tracks/veloways);
- Completing the active transport network within 5km of key centres to deliver a connected network to an immediate catchment;
- Ensuring safe and connected routes are provided to schools, universities and TAFEs, focusing on a 3km catchment around schools; and
- Putting active transport links in place to key public transport stations and stops.

Developing Supportive Active Transport Communities

Communities and suburbs must be designed or retrofitted to be ‘cycleable’ and ‘walkable’ so the built environment can support active transport networks and the community can reduce their reliance on the private vehicle. Achieving this policy focus involves:

- Integrating active transport into planning and development processes (increasing land use densities and mixes in key areas, prioritising active transport on road space etc.);
- Delivering a safe active transport network (lighting, segregation of users where required, intersection treatments, signal timing/priority, speed limits etc.);
- Designing streets and verges that enhance pedestrian and cyclist safety and give priority access to pedestrians and cyclists; and
- Including supportive active transport infrastructure (end-of-trip facilities, bicycle racks, drinking fountains, shade, seats and signage way finding etc) at key locations in the network and at trip origins and destinations.

Growing an Active Transport Culture

An active transport culture is about Ipswich being a place where active transport is widely supported, encouraged and celebrated. It is about increasing awareness, reducing barriers and making active transport a cultural norm embraced by the wider community.

Achieving this policy focus involves:

- Supporting travel behaviour change to boost cycling and walking;
- Encouraging active school travel;
- Providing information and advice;
- Promoting active transport and community education;
- Supporting active transport events;
- Engaging active transport champions; and
- Ensuring road rules and legislative frameworks support active transport.

Actions

With regards to the future active transport system in Ipswich, Council’s prioritised way forward is outlined in Table 13 and Map 5.

“We are realising that if you have people walk and bicycle more, you have a more lively, more liveable, more attractive, more safe, more sustainable and more healthy city.”

Jan Gehl
International architect and urban designer
Table 1: Active Transport Actions

<table>
<thead>
<tr>
<th>Action</th>
<th>Policy Focus</th>
<th>Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>AT1: Prioritise and provide active transport connections within the Ipswich CBD and other Major Activity Centres</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>AT2: Develop a connected network of pedestrian and cycle paths surrounding train stations, bus stops and transport hubs.</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>AT3: Plan, promote, and deliver strategic bike-way projects in Ipswich that form part of the SEQ Principal Cycleway Framework</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>AT4: Plan, develop and deliver key facilities at all train stations, key bus stops and public transport hubs. Ensure that an appropriate number of different facility types are provided (i.e., secure bicycle storage for daily commuting, bicycle racks for shorter term parking).</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>AT5: Identify and implement key locations within Principal Activity Centres for public end of trip facilities including secure bicycle parking, showers, change rooms and lockers. Identify opportunities to partner with the private sector to construct and operate these facilities.</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>AT6: Engage with major employment generators to develop and implement Sustainable Workplace Travel Plans to encourage and provide incentives for employees to travel to work via sustainable modes of transport. A pilot program for Ipswich City Council workers could be considered in the short term.</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>

NOTE: The above actions will be led by either Council and/or the Queensland Government with advocacy, support and/or investment partnerships between all levels of government.

O = On-going  
S = Short term (within the next 3 years or by 250,000 population)  
M = Medium term (within the next 10 years or by 350,000 population)

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Lewis Mumford  
Historian & sociologist

"Restore human legs as a means of travel. Pedestrians rely on food for fuel and need no special parking facilities."

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Table 1 (cont): Active Transport Actions

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<thead>
<tr>
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<th>Policy Focus</th>
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</tr>
</thead>
<tbody>
<tr>
<td>AT7: Continue to develop and grow the Ipswich Healthy Active School Travel Program and other school based programs (i.e. walking/cycling bus) which promote children travelling to and from school via safe active transport modes.</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>AT8: Develop and implement an Active Transport Action Plan that identifies Council’s active transport objectives, policies, network and infrastructure priorities in more detail. This will be used as an advocacy tool to obtain funding and inform the development of annual budgets and longer term investment programs.</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>AT9: Undertake route and corridor studies (and if feasible, deliver) on strategic commuter bikeway corridors as outlined in Map 5. This includes:</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>
| ✓ Ipswich City Centre to the existing Brassall Bikeway (via the Bradfield Bridge and Riverview Shopping Centre).  
✓ Ipswich City Centre to Yamanto and Deebing Heights (with possible expansion to Flanders View and Ripley) via Deebing Creek.  
✓ Ipswich City Centre to existing RAAF Bikeway.  
✓ Ipswich City Centre to Booval and Deebing Heights (with possible expansion to Flinders View).  
✓ Springfield Central to Goodna  
✓ Springfield Central to Deebing Heights South from Goss Drive to Redbank Plains;  
✓ Springfield Central to Camira  
✓ Springfield Central to the Brassall Bikeway;  
✓ Springfield Central to Springfield Central park-and-ride;  
✓ Springfield Central to Springfield Central ‘spine’ route. |

AT10: Review the Ipswich Planning Scheme to ensure that the requirements specified for end of trip facilities are suitable and sufficient to accommodate the planned growth in active transport. Investigate whether additional incentives can be provided to ensure the provision of high quality facilities (i.e. reduction of car parking rates, etc.). | ✓ | ✓ | S |
| AT11: Review Council’s streetscape design standards and guidelines to ensure that the design of streets supports and promotes active transport. | ✓ | ✓ | S |
| AT12: Identify and implement pedestrian priority zones in areas with high pedestrian activity such as the Ipswich CBD, Springfield Central, Goodna and Ripley Town Centre. | ✓ | ✓ | S |
| AT13: Identify locations where pedestrian and bicycle priority should be given over vehicle movements along strategic active transport routes. Prepare a suite of treatment options for these locations and identify criteria to be considered when implementing these treatments. | ✓ | ✓ | S |
| AT14: Develop and implement a citywide Road Safety Action Plan that will consider all road users. Thoroughly include analysis of historic data of incidents involving walkers and cyclists in Ipswich across the city to identify trends and the development of targeted investment and community programs to address these safety issues. | ✓ | ✓ | S |

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IGO: Moving Ipswich Forward
Construct a pedestrian and cyclist connection from Brassall Bikeway to Wulkuraka Connection Road across Iron Pot Creek.

Extend Brassall Bikeway north from existing path to Elements St.

Investigate a new pedestrian and cyclist connection between Wulkuraka train station and Ipswich Central, including a new bridge over the Bremer River between Grace and Tallon Streets.

Investigate a commuter bikeway link between Wulkuraka train station and Ipswich Central, including a new bridge over the Bremer River between Grace and Tallon Streets.

Investigate a commuter bikeway link between Randwick Park and RAAF Base Amberley along the Cunningham Highway corridor as part of its future upgrade.

Investigate a commuter bikeway link between the Ipswich City Centre, Yamanto and Deebing Heights along Deebing Creek commuter bikeway.

Investigate a commuter bikeway link between the Ripley West district activity centre and Deebing Creek commuter bikeway.

Investigate a commuter bikeway link between the Ipswich City Centre and Ripley Town Centre via Ripley Road and Edwards Street.

Investigate a commuter bikeway link between the Deebing Creek commuter bikeway and Yamanto.

Investigate a commuter bikeway link between the Ipswich City Centre and RAAF Base Amberley via West Ipswich and One Mile.

Investigate a commuter bikeway link between the Ipswich City Centre and the North Ipswich Railway Workshops Precinct via Riverlink and the Bradfield Bridge (a section of the Brassall Bikeway).

Investigate a commuter bikeway link between the Ipswich City Centre and the Karalee district activity centre.

Investigate a commuter bikeway link between the Ipswich City Centre and Deebing Plains (via Redbank Plains Road, Mary Street and Delta Road).

Investigate a commuter bikeway link between Collingwood Park and Redbank Plains Road.

Investigate a commuter bikeway link between Collingwood Park and Redbank Plains Road.

Investigate a commuter bikeway link between the Goodna Creek Bikeway, south of Goss Drive to the Redbank Plains Recreation Reserve.

Investigate a commuter bikeway link between the Redbank Plains South and Springfield.

Extend the Goodna Creek Bikeway to link with the Springfield Town Centre via Opossum and Mountain Creeks.

Investigate a commuter bikeway link between the Redbank Plains Recreation Reserve and Augusta Parkways and the Brackenwater Bikeway.

Investigate a commuter bikeway link between Springfield Lakes, Springfield, Camira and Goodna.

Investigate a commuter bikeway between Goodna and Bellbird Park.

Investigate a commuter bikeway link between the Ipswich City Centre and Deemere (via Globe Road and Brisbane Road).

* All route alignments and configurations shown are subject to future investigation and corridor planning.
Introduction

Road transport is the leading mechanism for moving people and goods to, from and around Ipswich and will continue to do so into the future. However it’s our attitude to car use for certain trips that will need to change to alleviate the need for major road network upgrades (e.g. 6 and 8 lane roads).

‘Roads’ are not a mode of transport but an infrastructure network able to be used by various vehicles - cars, freight vehicles, motorcycles, vans, trucks, buses and taxis - as well as active travel modes such as walking and cycling.

Roads are very versatile pieces of infrastructure. They provide the following public functions:

- Facilitate mobility, (transfer of people and goods) by motor vehicle, bicycle or walking;
- Access to and from adjacent properties and land uses;
- Parking, (including goods loading and passenger drop off and pick-up);
- Opportunities for social interaction, (e.g. meeting places, street dining/markets/parades);
- Public utility service corridors, (e.g. electricity, water, sewer, gas and telecommunications);
- Recreation, fitness and relaxation, (e.g. walking, jogging, cycling, sitting);
- City beautification, (e.g. streetscaping, gardens and boulevard treatments);
- Open space, (e.g. unformed road reserves, ‘urban forest’);
- Sense of presence, arrival and reflection, (e.g. city ‘gateway’ treatments, welcome signage, memorials); and
- Public notification, (e.g. advertising billboards, public notices).

A transport system which improves choice is not anti-motorist. Indeed, roads will remain a considerable part of the city’s transport system in the future allowing people to connect with each other and products to get to the market. However, the mode of travel prioritised on the roads will need to change to more sustainable forms, (e.g. public and active transport, ride sharing etc).

The development, operation and maintenance of Ipswich’s road network will remain a significant component of the function and budgets of Council and the Queensland Government. However, a growing city will see increasing travel demands on the road network which will lead to some level of traffic congestion in the future. There is no level of investment which can completely build our way out of congestion.

Some traffic congestion is required to encourage shifts in travel behaviour to more sustainable transport modes. Traffic congestion in activity centres is also good as it controls vehicle speeds, creating a safer and more amenable environment for people, and indicates a good level of economic activity.

The aim is to ensure the performance of the city’s road network is safe, reliable and resilient (but not necessarily efficient during peak times).

“Whenever we increase road space we increase traffic. We are not fundamentally solving the problem of congestion.”

Graham Currie
Urban planner and architect
Existing Situation

Network Extents
There is about 2,000km of formal trafficable roads in Ipswich as outlined in Table 14.

Table 14: Existing Road Network in Ipswich

<table>
<thead>
<tr>
<th>Category</th>
<th>Length (km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>State-controlled</td>
<td>280</td>
</tr>
<tr>
<td>Motorway/Highway</td>
<td>95</td>
</tr>
<tr>
<td>Other</td>
<td>185</td>
</tr>
<tr>
<td>Council-controlled</td>
<td>1,770</td>
</tr>
<tr>
<td>Major Roads (sealed)</td>
<td>210</td>
</tr>
<tr>
<td>Local Streets (sealed)</td>
<td>1,280</td>
</tr>
<tr>
<td>Local Streets (unsealed)</td>
<td>280</td>
</tr>
</tbody>
</table>

State-controlled Roads
About one seventh of the city’s road network is controlled by the Queensland Government, through their Department of Transport and Main Roads (TMR). This includes the Ipswich Motorway, Warrego Highway, Cunningham Highway (which also forms part of the Federally funded National Highway system) and other major traffic carrying roads such as the Centenary Highway, Brisbane Valley Highway, Brisbane Road, Warwick Road, Pine Mountain Road and Mount Crosby Road.

Council-controlled Roads
The balance of the road network in Ipswich is controlled by Council. This includes major roads and local streets (both sealed and unsealed).

There are currently 134 sets of traffic signals in Ipswich of which 92 are controlled by Council and the balance controlled by TMR.

Network Use
The roads in Ipswich which carry 10,000 vehicles or more per day are outlined in Table 15.

Ipswich Motorway carries about 88,000 vehicles per day and is the busiest road in Ipswich followed by the Warrego Highway (48,500) and the David Trumpy Bridge (33,000).

Gaylord Nelson
Former US senator and state governor and founder of “Earth Day.”

“I think the internal combustion engine will disappear from the streets of our cities in the next thirty years because transportation will be mass transportation and probably electrical power.”

Gaylord Nelson
Former US senator and state governor and founder of “Earth Day.”

Table 15: Daily Road Network Use (Traffic) in Ipswich

<table>
<thead>
<tr>
<th>Road</th>
<th>Suburb</th>
<th>Daily Traffic Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ipswich Motorway</td>
<td>Goodna</td>
<td>88,000</td>
</tr>
<tr>
<td>Warrego Highway</td>
<td>Dinmore</td>
<td>48,500</td>
</tr>
<tr>
<td>David Trumpy Bridge</td>
<td>Ipswich Central</td>
<td>33,000</td>
</tr>
<tr>
<td>Cunningham Highway</td>
<td>Raceview</td>
<td>28,500</td>
</tr>
<tr>
<td>Brisbane Road</td>
<td>Elna Vale</td>
<td>28,500</td>
</tr>
<tr>
<td>Queen Victoria Parade</td>
<td>Ipswich Central</td>
<td>27,000</td>
</tr>
<tr>
<td>Centenary Highway</td>
<td>Springfield</td>
<td>27,000</td>
</tr>
<tr>
<td>Augusta Parkway</td>
<td>Brookwater</td>
<td>23,000</td>
</tr>
<tr>
<td>Redbank Plains Road</td>
<td>Redbank Plains</td>
<td>22,500</td>
</tr>
<tr>
<td>Brisbane Road</td>
<td>Ruthven</td>
<td>22,000</td>
</tr>
<tr>
<td>Brisbane Street</td>
<td>West Ipswich</td>
<td>19,500</td>
</tr>
<tr>
<td>Springfield Parkway</td>
<td>Springfield</td>
<td>19,500</td>
</tr>
<tr>
<td>Queen Street</td>
<td>Goodna</td>
<td>16,000</td>
</tr>
<tr>
<td>Springfield – Greenbank Antennal</td>
<td>Springfield Central</td>
<td>10,000</td>
</tr>
<tr>
<td>Old Logan Road</td>
<td>Carrara</td>
<td>7,500</td>
</tr>
<tr>
<td>Pine Street</td>
<td>North Ipswich</td>
<td>7,000</td>
</tr>
<tr>
<td>Sandstone Boulevard</td>
<td>Springfield Central</td>
<td>15,000</td>
</tr>
<tr>
<td>Hunter Street – Kingsmill Street</td>
<td>Inland/Ourim</td>
<td>10,000</td>
</tr>
<tr>
<td>Augusta Parkway</td>
<td>Redbank Park</td>
<td>7,500</td>
</tr>
<tr>
<td>Disney Road</td>
<td>Laidley</td>
<td>7,000</td>
</tr>
<tr>
<td>Warwick Road</td>
<td>Yankalilla</td>
<td>7,000</td>
</tr>
<tr>
<td>Pine Mountain Road</td>
<td>North Ipswich</td>
<td>5,000</td>
</tr>
<tr>
<td>Blackstone Road – Mary Street</td>
<td>Silkstone/Blackstone</td>
<td>5,000</td>
</tr>
<tr>
<td>Kringa Parade</td>
<td>Redbank</td>
<td>5,000</td>
</tr>
<tr>
<td>Burnett Street</td>
<td>Souths Crossing</td>
<td>5,000</td>
</tr>
<tr>
<td>Waterworks Road</td>
<td>North Ipswich</td>
<td>5,000</td>
</tr>
<tr>
<td>Johnson Road</td>
<td>Carden Park</td>
<td>5,000</td>
</tr>
<tr>
<td>Warwick Road</td>
<td>Ipswich Central</td>
<td>12,500</td>
</tr>
<tr>
<td>Collingwood Drive</td>
<td>Collingwood and Park</td>
<td>12,500</td>
</tr>
<tr>
<td>Redbank Plains Road</td>
<td>Swimbank</td>
<td>5,500</td>
</tr>
<tr>
<td>Fernvale Road</td>
<td>Bli Bli</td>
<td>5,000</td>
</tr>
<tr>
<td>Limestone Street</td>
<td>Ipswich Central</td>
<td>5,000</td>
</tr>
<tr>
<td>Brisbane Street</td>
<td>Ipswich Central</td>
<td>5,500</td>
</tr>
<tr>
<td>South Station Road</td>
<td>Raceview</td>
<td>5,500</td>
</tr>
<tr>
<td>Mount Crosby Road</td>
<td>Tivoli</td>
<td>5,500</td>
</tr>
<tr>
<td>Junction Road</td>
<td>Kankele</td>
<td>5,500</td>
</tr>
<tr>
<td>Salisbury Road</td>
<td>Ipswich Central</td>
<td>11,000</td>
</tr>
<tr>
<td>Alice Street</td>
<td>Camira – Goodna</td>
<td>10,100</td>
</tr>
<tr>
<td>Ash Street</td>
<td>Yarraman</td>
<td>10,000</td>
</tr>
<tr>
<td>Jacobsen Street</td>
<td>East Ipswich</td>
<td>10,000</td>
</tr>
<tr>
<td>Maffett Street – Hooper Street</td>
<td>Ipswich Central</td>
<td>10,000</td>
</tr>
</tbody>
</table>
Network Performance

Site observations, monitoring of traffic volumes and calibration of the Ipswich Strategic Traffic Model indicate that the road network in Ipswich is currently operating efficiently, performing at an overall level of service ‘A’ (refer to the next section that describes level of service).

Roads that are currently experiencing small levels of congestion are:

- Brisbane Road, Dinmore (am and pm peak hours);
- Brisbane Street, West Ipswich (am and pm peak hours);
- East Street and Churchill Street, Ipswich Central (am and pm);
- Ipswich Motorway, Riverview and Goodna (am and pm);
- Mount Crosby Road, Tivoli (am and pm);
- Pine Street, North Ipswich (am and pm);
- Queens Street, Goodna (am and pm);
- Rosebery Parade, Ipswich Central (am);
- Salisbury Road (west), Ipswich Central (am and pm); and
- Waterworks Road, North Ipswich (pm).

Road Hierarchy

Council has developed a road hierarchy to define the function and purpose of all roads within the city. The hierarchy also defines the role of the different road types and identifies the management intent for roads in urban and rural areas.

A summary of Council’s adopted road hierarchy is outlined in Table 16 below.

<table>
<thead>
<tr>
<th>Classification</th>
<th>Primary Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>Access Street</td>
<td>Access</td>
</tr>
<tr>
<td>Minor Collector</td>
<td>Minor Collector</td>
</tr>
<tr>
<td>Sub-Arterial Road</td>
<td>Sub-Arterial</td>
</tr>
<tr>
<td>Arterial</td>
<td>Arterial</td>
</tr>
</tbody>
</table>

The existing road network of Ipswich is outlined on Map 6.

The road hierarchy was developed to ensure the road network accommodates various road users on the most appropriate road for that user and is based upon the ‘link and place’ approach. This methodology ensures traffic is managed efficiently on the road network, with through traffic movements catered for on higher order roads (link) and amenity protected by limiting traffic in these areas to local users (place). The road hierarchy also considers the needs of freight, public transport, cyclists and pedestrians.

Further information on the Ipswich road hierarchy can be obtained by contacting Council. Maps of the existing road hierarchy adopted by Council are available for download at www.ipswichplanning.com.au.

Figure 20 illustrates the inverse relationship between link and place and defines which road function takes priority in each zone based upon the road hierarchy. The matrix defines where priority is to be given to pedestrians and local movement and where priority should be given to through traffic.
Road Network Development

The road network is developed based on one of the following project types:

1. Road upgrades;
2. Intersection upgrades; and
3. New roads.

Road Upgrades

This involves upgrading a road for either or both of the following reasons:

- **Capacity**: Upgrading a road (or section of road) to improve its capacity. In Council’s case, this usually involves upgrading a two-lane road to a nominal four-lane cross-section.

- **Urban Standard**: Upgrading a road (or section of road) to an urban standard. Works include geometry and cross drainage improvements, kerb and associated stormwater drainage infrastructure, cycle lanes, paths, street lighting and bus stops.

These projects are usually undertaken on existing two-lane roads that have a rural configuration but where increases in traffic volumes over time mean they require an urban standard for safety and mobility reasons. In most cases, the road does not require any capacity upgrades.

New developments are sometimes required to upgrade the frontage of their development site to an urban standard.

Intersection Upgrades

An intersection is upgraded for either or both of the following reasons:

- **Safety**: Upgrading an intersection for the safety of pedestrians, cyclists and/or vehicles with one of the following treatments:
  - Traffic signals;
  - Roundabouts;
  - Channelization (e.g., add turning lanes) or
delineation (e.g., add islands, pavement markings, signs, lighting).

- **Capacity**: Upgrading an intersection for capacity reasons. Most intersections of major roads are already controlled by traffic signals or a roundabout but require additional works to improve their capacity as a result of traffic growth. Works may include additional lanes at a signalised intersection or replacing a roundabout with traffic signals. Sometimes capacity works are required to be undertaken to improve an intersection’s safety.

New Roads

Construction of a new road or extending an existing road. This is done to provide access for a new development area or to improve connectivity for an existing local area by providing an alternative access route to avoid having to undertake capacity works to the existing route.

Asset Management Plan

Considerable funds are invested by road authorities on the upkeep of roads and associated assets including on-going maintenance (mowing, litter collection, pothole repairs, re-painting line marking etc) as well as rehabilitation works (asphalt resurfacing, bitumen resealing, culvert replacement etc).

Both the Queensland Government and Council have taken a strategic approach to the management of their infrastructure based on a long term ‘whole of life’ approach to ensure road infrastructure provides a fit for purpose level of service for the community whilst assuring Council’s finances remain sustainable.

Council’s Roads and Transport Asset Management Plan provides the direction, principles, processes and desired levels of service for the effective management of Council’s road and transport infrastructure.

Further information on Council’s strategic asset management framework can be obtained by contacting Council.

Road Planning

Council’s current transport planning primarily focuses on the performance and development of the city’s road network.

There are a number of elements which make up Council’s strategic road planning function which will continue to form the basis of iGO and its implementation in the future. These elements are:

- Local Government Infrastructure Plan;
- Ipswich Strategic Traffic Model;
- Level of Service;
- Infrastructure Agreements;
- Area Master Plans;
- Corridor Planning;
- Strategic Traffic Count Program;
- Road Safety Audits;
- Scenic Valleys Regional Roads and Transport Groups; and
- Ipswich Traffic Co-ordination Group.

Ipswich Strategic Traffic Model

The road projects listed in the LGIP are based on demand forecasting and cost apportionment from the Ipswich Strategic Traffic Model (ISTM). The ISTM projects the future use of roads as the city and its used to undertake scenario testing of the network needed and timing of certain road projects. The ISTM is regularly updated based on revised development, travel and network and development assumptions.

The ISTM was updated to inform the development of the iGO. This included:

- 453,000 population (nominal year 2031);
- 350,000 population (nominal year 2026);
- 275,000 population (nominal year 2021);
- Calibration to 2011 census data and traffic counts;
- Testing of various scenarios relating to projected employment numbers, mode shares and road network performance targets.

Further information on the ISTM (and the work undertaken to inform the development of iGO) is available on request from Council.
Level of Service

With regards to strategic road planning, a level of service (LOS) is used to measure road operating conditions (speed, travel times, delays, queueing and freedom to manouevre and change lanes) based on the driving experience/comfort of motorists.

There are six levels of service designated ‘A’ to ‘F’, with LOS ‘A’ representing the best operating condition (i.e. free-flow) and LOS ‘F’ the worst (i.e. forced or breakdown flow). Table 17 provides a description of each LOS.

Council’s aim is to have the future road network operating at or above a LOS of ‘D’. In essence, a road has been listed in the LGIP for capacity upgrades if and when it is forecast to reach a LOS of ‘C’. The operating thresholds have been carried over to the LGIP.

As such, motorists can expect some level of congestion, delay and queueing on some of the city’s road network in the future.

Table 17: Road Level of Service Categories and Descriptions

<table>
<thead>
<tr>
<th>Level</th>
<th>Characteristic</th>
<th>Average Speeds</th>
<th>Average speed on 60km/h road</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Traffic flows at or above the posted speed limit and motorists have complete mobility between lanes</td>
<td>&gt; 85% of the speed limit</td>
<td>&gt; 50km/h</td>
</tr>
<tr>
<td>B</td>
<td>Reasonably uninterrupted operation with the ability to manouevre and change lanes only slightly restricted</td>
<td>Between 60% and 85% of the speed limit</td>
<td>35-50km/h</td>
</tr>
<tr>
<td>C</td>
<td>Stable operation with the ability to manouevre and change lanes only slightly restricted. Longer queues at some intersections contribute to lower travel speeds</td>
<td>Between 50% and 60% of the speed limit</td>
<td>30-35km/h</td>
</tr>
<tr>
<td>D</td>
<td>Less stable conditions in which small increases in flow may cause substantial increases in delay and decreases in travel speeds.</td>
<td>Between 40% and 50% of the speed limit</td>
<td>25-30km/h</td>
</tr>
<tr>
<td>E</td>
<td>Unstable operation and significant delay and queueing at intersections.</td>
<td>Between 30% and 40% of the speed limit</td>
<td>20-25km/h</td>
</tr>
<tr>
<td>F</td>
<td>Flow at extremely low speed with high degrees of delay and queueing at intersections.</td>
<td>&lt; 30% of the speed limit</td>
<td>&lt; 20km/h</td>
</tr>
</tbody>
</table>

Table 17: Road Level Of Service Categories and Descriptions

Infrastructure Agreements

Council has entered into Infrastructure Agreements with developers across the city to construct planned trunk roads to provide access for a development area or upgrade a road along a frontage of a development site to an urban standard. The cost of constructing these trunk roadworks are offset against road infrastructure contributions payable under the Ipswich Planning Scheme.

For example, in 1998, Council and the Springfield Land Corporation (the master developer of land at Springfield, Springfield Lakes, Springfield Central and Brookwater) entered into the Springfield Infrastructure Agreement (SIA) to formally establish arrangements for the design, construction, timing, land dedication and funding mechanisms for the delivery of trunk infrastructure (roads, parks, water and sewer) in the Springfield area.

Ripley Valley Infrastructure Plan

The Queensland Government developed the Ripley Valley Local Infrastructure Plan (LIP) as the mechanism to identify and charge for trunk infrastructure as part of their planning and development of the Ripley Valley Priority Development Area (declared by the Queensland Government in 2010 and administered under their Economic Development Act 2002). The LIP includes major roads, intersections and bridges.

Further information on the Ripley Valley Priority Development Area can be obtained at www.qld.gov.au

Area Master Planning

As part of Council’s land-use master planning activities, indicative future road networks (down to the collector street level) are identified. Areas that have master plans include Springfield, Ripley, Deebing Heights, Yamanto, Brassall, Redbank Plains south, Bellbird Park and Wacol/Thagoona as well as the Swanbank - New Chum Enterprise Park, the Ibberezer Regional Industrial Area and the Bundamba/Dinmore/Browner industrial area.

Outcomes from area master plans inform Council’s development assessment, investment programming, road planning and traffic management activities.

Corridor Planning

More detailed corridor planning studies for individual road projects listed in the LGIP and/or identified in area master plans are then undertaken to better inform their route, configuration, footprint, engineering and environmental feasibility and the estimated cost of the project.

Outcomes from corridor planning studies inform Council’s development assessment, investment programming, corridor preservation and traffic management activities.

Stakeholder engagement is undertaken on major projects to inform the corridor planning process and to inform the public on the project’s rationale and composition.

Strategic Traffic Count Program

Each year since 2010, Council has carried out the Strategic Traffic Count Program which comprises the gathering of traffic data from approximately 100 locations across Council’s major road network.

The program takes place in the months of October/November. The data delivers information on traffic growth rates across the city and is then utilised to advise Council’s transport planning, traffic operations, investment programming and development assessment activities.

Overall, traffic has increased by an average of 5% across the city over the last year, which is in line with current population growth rates. Areas higher than the five year city-wide trend are the outer eastern suburbs (Springfield, Bellbird Park, Augustine Heights), with a growth rate of 8%, and the inner northern and western suburbs (Brassall, North Ipswich, West Ipswich), with a growth rate of over 4%.
Road Safety Audits

Council undertakes road safety audits on its road network. A road safety audit is a pro-active investigation of the safety aspects along an entire road corridor including roadside hazards, geometry, sight distances, speeds, lighting, delineation and signage.

Recommendations from each road safety audit are then implemented based on prioritised order.

Recent road safety audits undertaken by Council are outlined in Table 18 below.

Table 18: Recent Road Safety Audits

<table>
<thead>
<tr>
<th>Road</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brisbane Terrace, Goodna</td>
<td>2009</td>
</tr>
<tr>
<td>Wulkuraka Connection Road, Kebbin</td>
<td>2010</td>
</tr>
<tr>
<td>Pine Mountain Road, Murley</td>
<td>2011</td>
</tr>
<tr>
<td>Alice Street, Goodna</td>
<td>2012</td>
</tr>
<tr>
<td>Bergin Hill Rd/ Barley St/ Naomai St, Bundamba</td>
<td>2013</td>
</tr>
<tr>
<td>Lobb Street, Churchill</td>
<td>2014</td>
</tr>
</tbody>
</table>

Scenic Valley Regional Roads and Transport Group

Ipswich City Council is a member of the Scenic Valley Regional Roads and Transport Group (SVRRTG). Other members of the SVRRTG are Scenic Rim Regional Council, Lockyer Valley Regional Council and the Department of Transport and Main Roads.

The SVRRTG was formed as part of the ‘Roads and Transport Alliance’ - a cooperative governance arrangement between the Queensland Government and the Local Government Association of Queensland (LGAQ). Established in 2002, the Roads and Transport Alliance was formed to jointly address shared road and transport challenges and deliver improved value from all available resources through innovative approaches to road stewardship, network planning, program development, purchasing and resource sharing.

Opportunities

There are a number of opportunities for the sustainable development and management of Ipswich’s road network.

Getting More Out of the Existing Road Network

There are some cost effective treatments which can be implemented to improve the safety and operation of the road network before, or instead of, undertaking upgrades to entire roads. The following elements are worthy of further consideration:

- Optimising traffic signal phasing;
- Allowing motorists to turn left on a red signal once safe to do so;
- Adding or extending auxiliary lanes at intersections;
- Installing ‘clearways’ along arterial roads, kerbside parking restrictions during times of peak flow along major roads to effectively form an additional travel lane;
- Installation of direction signs and route markers to better inform motorists (and other road users) of the way to key destinations and to improve the legibility of the major road network;
- Adding bicycle lanes and paths along existing roads;
- Providing information to road users about road network conditions to allow for more informed travel decisions before and during the journey. This includes the use of in-car, smart phone and internet technology;
- Trimming of vegetation, relocation of fences and road furniture and removal of obstacles to improve motorist sight lines;
- Installation of road shoulders to allow for safer and more efficient manoeuvring into and out of driveways on major roads; and
- ‘Managed Motorways’ – a collective system of smart technology and low cost infrastructure measures to minimise disruption of traffic on motorways and thus make travel times on motorways reliable. Treatments include on-ramp metering, variable speed limits, turning unused shoulders into travel lanes, enhanced driver information and accelerated clearance of broken down vehicles.

Table 18: Recent Road Safety Audits

<table>
<thead>
<tr>
<th>Road</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brisbane Terrace, Goodna</td>
<td>2009</td>
</tr>
<tr>
<td>Wulkuraka Connection Road, Kebbin</td>
<td>2010</td>
</tr>
<tr>
<td>Pine Mountain Road, Murley</td>
<td>2011</td>
</tr>
<tr>
<td>Alice Street, Goodna</td>
<td>2012</td>
</tr>
<tr>
<td>Bergin Hill Rd/ Barley St/ Naomai St, Bundamba</td>
<td>2013</td>
</tr>
<tr>
<td>Lobb Street, Churchill</td>
<td>2014</td>
</tr>
</tbody>
</table>
The Victorian Government has developed a new approach called ‘SmartRoads’ to manage competing interests for limited space on Melbourne’s major roads by giving priority to different transport modes at particular times of the day and place of activity.

SmartRoads recognises the increasing importance of public transport, walking and cycling as transport modes and the operation of the road network needs to support the integration of land use and transport.

Under SmartRoads, all road users continue to have access to all roads, but over time, changes are being made to how roads are operated to:

- Facilitate good pedestrian and cyclist access to, from and within activity centres in periods of high demand;
- Prioritise trams and buses on key public transport routes which link activity centres during morning and afternoon peak periods;
- Encourage cars to use alternative routes around activity centres to reduce the level of through traffic; and
- Prioritise trucks on important transport routes which link freight hubs and at specific times reduce conflict with other transport modes.

For example, in a certain area, during peak hours, priority might be given to public transport to facilitate the movement of many people as possible. During the middle of the day, priority might be given to pedestrians and cyclists and, in the evening, priority given to private vehicles.

Further information on ‘SmartRoads’ can be found at www.vicroads.vic.gov.au

The SmartRoads approach has been successfully trialled at the Southport Town Centre area on the Gold Coast. There are opportunities to work with the Queensland Government to implement this approach at a number of locations across Ipswich including the Ipswich City Centre and the Goodna Town Centre through area transport master plans.

‘Road Diets’

A ‘road diet’ is a technique where the number of travel lanes of a section of road is reduced in order to achieve systemic improvements for other road users and adjacent land uses.

For example, a four-lane road might be reduced to one travel lane in each direction. The freed-up space can then be used to widen footpaths and verges, add landscaping treatments and implement cycle and/or parking lanes.

Opportunities exist for Council to implement road diet initiatives in activity centres to enhance their economic and aesthetic appeal to potential investors, customers and visitors.

Queensland Road Safety Strategy and Action Plan

Over the past 30 years, significant reductions have been made to Queensland’s road toll. The Queensland Government has recently released its new Road Safety Strategy (2015-2021) and Action Plan (2015-2017). These include a range of measures to target roads, vehicles and drivers. This includes actions relating to:

- Driver licencing and learning;
- Vehicle registration; design and condition;
- Policing and enforcement;
- Education, awareness and promotion campaigns;
- Road conditions and vehicles speeds;
- Crash reporting, analysis and profiling; and
- Targeted infrastructure investment.

Recent measures introduced by the Queensland Government include flashing school zones signs, road rules relating to the minimum clearance motorists need to give cyclists on the road and motorcycle licencing reforms.

Ipswich City Centre Orbital Road System

In 2011, Council adopted the Ipswich City Centre Orbital Road System as a high level long term transport planning initiative. Refer to Map 7 (over) for the indicative route of the orbital road system.

Whilst still subject to further detailed planning and feasibility work (need and route analysis, engineering and environmental investigations and community engagement), the orbital road system will provide better suburban to suburban connections across the central areas of Ipswich and alleviate the need for through traffic from travelling through the Ipswich City Centre thus allowing the Ipswich City Centre to have a people orientated focus rather than having to give priority to the efficient movement of cars.
Challenges

There are a number of challenges for the sustainable development and management of Ipswich’s road network.

Congestion Management

As Ipswich continues to grow, demand for travel on the road network will also continue to grow. Whilst the city’s road network is currently performing well for vehicles, congestion at some locations during peak hours will become apparent over the life of iGO.

Whilst some congestion is a good thing (it promotes travel behaviour change to more sustainable forms of transport and indicates a good level of economic development), there are some roads where investment will be required to alleviate traffic congestion for freight accessibility and economic reasons.

A challenge of the Queensland Government and Council is to manage resident and business expectations on future traffic congestion by establishing a paradigm where trips on the road network during some periods of the day are reliable but may not be as efficient as currently experienced. That is, motorists will experience some level of congestion on the road network during peak hours in the future as long as the overall trip duration is similar every time that same journey is made. Motorists can plan their travel based on an expected journey time whilst becoming tolerant of a certain level of delay and queuing at key locations.

Brisbane Commute

As the city has matured, Ipswich’s labour market has evolved and the level of goods and services provided to the community has seen a growing level of self-containment. It is anticipated that the need for travel to Brisbane to access jobs and services will reduce over time as the city grows.

However, given the geographical location of Ipswich to Brisbane and employment services, recreation and entertainment opportunities provided by Queensland’s capital, there will continue to be demand to travel to/from Brisbane by Ipswich residents.

A challenge of the Queensland Government and Council is to manage the travel demand to/from Brisbane during peak hours (particularly the commuter trip to/from the Brisbane CBD) through travel behaviour change initiatives and land-use measures, including continuing to develop jobs and deliver services locally to reduce demand for travel to Brisbane.

Limited Space

As cities grow, urban space becomes more constrained and valuable making it difficult for large scale expansion of the road network. Roads take large amounts of urban space. Inevitably the city must choose between providing more space for roads or using existing roads more efficiently. Heavy traffic also reduces the amenity of communities through noise and air pollution. The need to maintain liveability and protect the environment is a vital consideration in road planning.

Given the cost and impact of roads, it is imperative that they be used efficiently. This means that efficient and essential means of transport, like buses and commercial vehicles, need priority on parts of the road network that are in high demand.

Cultural Values

Ipswich has a proud past being the first provincial city established in Queensland. In the original suburbs of Ipswich, there are a number of places of historical interest including heritage buildings, character housing precincts, parks and open spaces. The preservation and activation of these cultural values is a key outcome for Council to ensure Ipswich has a historical ‘point of difference’ in the future.

Large scale expansion of the road network may not be conducive to preserving these cultural values and will be a challenge for the Queensland Government and Council to manage moving forward. Some compromises will need to be made to the planning and design of new roads and road upgrades in the future, particularly in established urban areas, to achieve a balance between the community’s transport needs and protecting heritage, character and lifestyle.

Technological Advances

Over the life of iGO (that is, between now and Ipswich having a population of 435,000 people), there will be considerable advances in the development, see and widespread uptake of new technology that will make travelling different to what we know today.

These technological advances will lead to a more comfortable and tolerable driving experience and safer and more efficient road and driving environments and will likely be in the form of the elements outlined in Table 19 below.

It is difficult to identify exactly what effect technological advances will have on the road transport system over the next 20+ years. However, opportunities exist for governments and transport providers to embrace new technology and evolve and adapt the road transport system accordingly.

A challenge of the Queensland Government and Council is to manage resident and business expectations on future traffic congestion by establishing a paradigm where trips on the road network during some periods of the day are reliable but may not be as efficient as currently experienced. That is, motorists will experience some level of congestion on the road network during peak hours in the future as long as the overall trip duration is similar every time that same journey is made. Motorists can plan their travel based on an expected journey time whilst becoming tolerant of a certain level of delay and queuing at key locations.

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Policy Focus

iGO recognises the fundamental value of road transport in a growing city. It seeks to use, manage and expand the network in a way that meets the essential needs of all users while supporting a major shift to sustainable transport modes for certain trip types.

With regards to Ipswich’s future road network, iGO has the following policy focus:

- Safe, reliable and resilient road network;
- Effectively balance and manage the needs of all road users; and
- Support and enable technology and transport infrastructure innovations.

Safe, Reliable and Resilient Road Network

This policy focus relates to the planning, design and management of Ipswich’s road network to ensure it performs in a safe, reliable and resilient manner for all road users.

Council is committed to making the most out of existing road space and assets while planning for and preserving corridors for future generations.

Whilst Ipswich’s road network in the future may not necessarily be efficient during certain times of the day (that is, motorists will encounter and expect traffic congestion on some parts of the road network during peak hours), achieving this policy focus will mean:

- The road environment is safe for all types of users;
- Travel times on the city’s roads will be predictable; and
- The road network is able to handle and/or quickly recover from events such as flooding and crashes with route alternatives provided to/from key destinations.

Effectively Balance and Manage the Needs of All Road Users

This policy focus has regard to how space on the road network is prioritised, integrated, designed and managed for all of the different types of road users.

It involves ensuring that the allocation of road space reinforces the overall strategic intent of Council (i.e. to move towards a more sustainable transport future) and that road space incentives and disincentives for particular modes are provided having regard to Council’s road hierarchy and strategic intent for particular transport corridors and areas within Ipswich.

Achieving this policy focus means that the Ipswich community has access to viable transport mode choices and that amenity impacts and land use access requirements are appropriately managed.

Support and Enable Technology and Transport Infrastructure Innovations

Ipswich is a growing technology hub, a leader in the digital economy and a smart future thinker.

This policy focus involves supporting and enabling the development, testing, implementation and widespread uptake of new technology relating to transport - particularly technological advances that promote the use of sustainable transport modes, reduce transport infrastructure costs and reduce the community’s current reliance on fossil fuels (e.g. intelligent wayfinding signage systems, new road building materials and techniques, solar powered LED street lighting etc.).

It’s about questioning the norm, identifying opportunities and facilitating innovation to achieve a sustainable transport future.

Actions

With regards to the future road network in Ipswich, Council’s prioritised way forward is outlined in Table 20.

Road Network Development Projects

With regards to the development of the road network over the life of iGO, Council’s prioritised way forward is outlined in Tables 20 to 29 and Maps 8, 9 and 10.
Table 20: Road Network Actions

<table>
<thead>
<tr>
<th>Action</th>
<th>Policy Focus</th>
<th>Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Safe, mobile &amp; comfortable roads for all road users</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Enhance needs of all road users</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Support &amp; enable innovation</td>
<td></td>
</tr>
</tbody>
</table>

**R1:** Implement the road network development projects as outlined in iGO. Key Council roads and intersection for investment over the next 10 years include:

- **CENTRAL AREA**
  - Brisbane St, West Ipswich
  - Maclean Parade (realignment), Ipswich Central
  - Old Toowoomba Road, One Mile
  - Toogooma Road, Wilkowanka
  - Breakfast Rd/South Station Road, Skyrline
  - Overseas Rd/Robinson Rd, Eastern Heights
  - Pine St/Sawyer St, North Ipswich
  - Pine St/Delacy St, North Ipswich
  - Salisbury Rd/Sawyer Rd, Eastern Heights
  - Salter St/Allan St, Brassall

- **NORTHERN AREA**
  - Junction Road, Kable

- **SOUTHERN AREA**
  - Ripley Rd, Ripley

- **EASTERN AREA**
  - Jeni Road, Bellbird Park
  - Redbank Plains Road, Redbank Plains/Swanbank
  - School Road, Redbank Plains
  - Springfield, Greenbank Arterial, Springfield Central
  - Springfield Highway, Springfield
  - Queen St/McKee St, Goodna
  - Redbank Plains Road/Eagle Street, Redbank Plains
  - Redbank Plains Road/Gate Drive, Redbank Plains

- **R2:** Continue to undertake corridor planning studies to identify and determine the need, costs configuration, footprint, engineering and environmental feasibility and costs of the road network development projects outlined in iGO. Key corridor planning studies over the next five years include:
  - Granas Drive, Deabing Heights
  - Ipswich - Ripley Strategic Link (Edwards Street, Ripley Road), Ipswich Central, Rosehill, Flanders View and Ripley
  - Gold Coast Highway - Mary Street Link, Eastern Heights - Blackstone
  - School Road, Redbank Plains

- **R3:** Continue to investigate and preserve corridors for future roads as outlined in iGO through tactical action and/or as development occurs.

- **R4:** Continue to implement and update Council’s Road Safety Action Plan in consultation with all levels of government, transport and community stakeholders.

- **R5:** Continue to support and enable technological advances in the delivery and management of road transport including:
  - Construction materials and techniques
  - Vehicle and driver innovations

- **R6:** Continue to undertake and implement corridor road safety audits with a focus on roads in semi-rural areas where traffic volumes are expected to increase in the coming years. This includes:
  - Bayley Road, Bayley
  - Fischer Road, Fischer
  - Kholo Road, Kholo
  - Bayley Street, West Ipswich
  - Kholo
  - Railway Street and Rosedale - Thagoona Road, Rosedale/Thagoona
  - School Road, Redbank Plains
  - Tappa Road, Tappa

- **R7:** Investigate, trial and where appropriate implement techniques and initiatives to better use existing roads and road space. This includes:
  - Sweeping existing traffic signals on arterial roads include phasing optimisation opportunities
  - Allow motorists to turn left on a red signal if safe to do so
  - Road Diet opportunities
  - Smartشارب/intersection management as part of development and implementation of Area Master Plans.

- **R8:** Develop and implement a policy for the early acquisition of property for future roads under ‘hardship’. This includes:

- **R9:** Develop a detailed business case for the Norman Street Bridge to assist with securing funding for its construction.

- **R10:** Develop and implement a citywide Road Safety Action Plan that will consider all road users. This will include analysis of historic data of incidents across the city to identify trends and then develop targeted investment and community programs to address these safety issues.

- **R11:** Develop and implement a citywide Direction Sign and Route Marker Strategy to enhance the legibility of the road network for motorists - particularly new residents and visitors.

- **R12:** Develop and implement a citywide Local Area Traffic Management Policy and Action Plan for the planning of ‘traffic calming’ projects in residential streets (including a policy on where and how such projects are delivered).

NOTE: The above actions will be led by either Council and/ or the Queensland Government with advocacy, support and investment partnerships between all levels of government.

O = Ongoing
S = Short term (within the next 5 years or by 250,000 population)
# Road Capacity and Connectivity Projects

## Table 21: Road Capacity and Connectivity Projects Required by 275,000 Population

<table>
<thead>
<tr>
<th>Road Capacity and Connectivity Projects Required by 275,000 Population</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Road</strong></td>
</tr>
<tr>
<td>-----------</td>
</tr>
<tr>
<td>Brisbane Street</td>
</tr>
<tr>
<td>Albion Street</td>
</tr>
<tr>
<td>Augusta Parkway - Springfield Central</td>
</tr>
<tr>
<td>Downs Street - Pine Mountain Road</td>
</tr>
<tr>
<td>Mount Crosby Road</td>
</tr>
<tr>
<td>Old Toowong Rd</td>
</tr>
<tr>
<td>Redbank Plains Road</td>
</tr>
<tr>
<td>Springfield Parkway</td>
</tr>
<tr>
<td>Springfield-Greenbank Arterial</td>
</tr>
<tr>
<td>Bayley Road Extension</td>
</tr>
<tr>
<td>Diamantina Boulevard Extension</td>
</tr>
<tr>
<td>Mount Road Realignment</td>
</tr>
<tr>
<td>Norman St Bridge</td>
</tr>
<tr>
<td>Mount Majare Drive</td>
</tr>
<tr>
<td>Mount Majare Drive</td>
</tr>
<tr>
<td>Mur Boulevard (extension)</td>
</tr>
</tbody>
</table>

**NOTE:** All projects listed are subject to detailed corridor planning, engineering and environmental feasibility investigations and community engagement processes.

## Table 22: Road Capacity and Connectivity Projects Required by 350,000 Population

<table>
<thead>
<tr>
<th>Road Capacity and Connectivity Projects Required by 350,000 Population</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Road</strong></td>
</tr>
<tr>
<td>-----------</td>
</tr>
<tr>
<td>Ipswich Motorway</td>
</tr>
<tr>
<td>Centenary Highway</td>
</tr>
<tr>
<td>Cunningham Highway (inc. Amberley Interchange)</td>
</tr>
<tr>
<td>Edwards Street</td>
</tr>
<tr>
<td>Ripley Road</td>
</tr>
<tr>
<td>Waterworks Road</td>
</tr>
<tr>
<td>Blackstone Rd</td>
</tr>
<tr>
<td>Newhall Drive Extension</td>
</tr>
<tr>
<td>Eagle Street Extension</td>
</tr>
<tr>
<td>Edwards Street Extension</td>
</tr>
<tr>
<td>Harry Street Extension</td>
</tr>
<tr>
<td>Mount Majare Drive</td>
</tr>
<tr>
<td>Robertson Road Extension</td>
</tr>
<tr>
<td>Hunter St/Killarney St/Workshop St</td>
</tr>
<tr>
<td>Ripley Rd/Rav St</td>
</tr>
<tr>
<td>Cunningham Highway/Mary St/Redbank Plains Rd</td>
</tr>
<tr>
<td>Wanneroo Highway/Avondale Rd</td>
</tr>
</tbody>
</table>

**NOTE:** All projects listed are subject to detailed corridor planning, engineering and environmental feasibility investigations and community engagement processes.

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NOTE: All projects listed are subject to detailed corridor planning, engineering and environmental feasibility investigations and community engagement processes.
## Table 23: Road Capacity and Connectivity Projects Required by 435,000 Population

<table>
<thead>
<tr>
<th>Road</th>
<th>Suburb From To</th>
<th>Works</th>
<th>Map Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brisbane Road</td>
<td>East Ipswich/Newtown Queen Victoria Parade Monto Road at 6 lanes</td>
<td>Upgrade to 6 lanes</td>
<td>435,000 Population</td>
</tr>
<tr>
<td>Bertha Street</td>
<td>Goodna Brisbane Road</td>
<td>Upgrade to 4 lanes</td>
<td>435,000 Population</td>
</tr>
<tr>
<td>Bremer Street</td>
<td>Ipswich-Central Elaborne Street Ball Street</td>
<td>Upgrade to 4 lanes</td>
<td>435,000 Population</td>
</tr>
<tr>
<td>Cherrington Road</td>
<td>Ipswich-Central/1st St Brisbane Road</td>
<td>Upgrade to 4 lanes</td>
<td>435,000 Population</td>
</tr>
<tr>
<td>Centenary Highway</td>
<td>Springfield to Yamanto Augusta Parkway Cunningham Highway</td>
<td>Upgrade to 4 lanes</td>
<td>435,000 Population</td>
</tr>
<tr>
<td>Cunningham Highway</td>
<td>Ripley to Yamanto Ripley Road Warwick Rd</td>
<td>Upgrade to 4 lanes</td>
<td>435,000 Population</td>
</tr>
<tr>
<td>Healthway Dr/Fiddler Way</td>
<td>Springfield Central South Bank Boulevard Redland Drive</td>
<td>Upgrade to 4 lanes</td>
<td>435,000 Population</td>
</tr>
<tr>
<td>Hunter Street</td>
<td>Brassall Pre-Mountain Road Hill Street</td>
<td>Upgrade to 4 lanes</td>
<td>435,000 Population</td>
</tr>
<tr>
<td>Ipswich - Rosenveld Road</td>
<td>Amberley Gunningham Highway</td>
<td>Upgrade to 4 lanes</td>
<td>435,000 Population</td>
</tr>
<tr>
<td>Kambra-Roseved Road</td>
<td>Thagoona/Walloon/Karina Thagoona-Hollie Road Toongarra Road</td>
<td>Upgrade to 4 lanes</td>
<td>435,000 Population</td>
</tr>
<tr>
<td>Mary Street</td>
<td>Blackstone Gunningham Highway Thomas Street</td>
<td>Upgrade to 4 lanes</td>
<td>435,000 Population</td>
</tr>
<tr>
<td>Old Logan Road</td>
<td>Camira Alice Street Addison Road</td>
<td>Upgrade to 4 lanes</td>
<td>435,000 Population</td>
</tr>
<tr>
<td>Ripley Road</td>
<td>Ripley Gunningham Highway Providence Parade</td>
<td>Upgrade to 4 lanes</td>
<td>435,000 Population</td>
</tr>
<tr>
<td>Springfield-Greenbank Arterial</td>
<td>Springfield Central/ Springfield Lakes South Bank Boulevard</td>
<td>Upgrade to 4 lanes</td>
<td>435,000 Population</td>
</tr>
<tr>
<td>Toongarra Road</td>
<td>Wulkunksa Aspinall Road Aspinall Street</td>
<td>Upgrade to 4 lanes</td>
<td>435,000 Population</td>
</tr>
<tr>
<td>Toongarra Road</td>
<td>Leichhardt Samford Road Old Warwick Rd</td>
<td>Upgrade to 4 lanes</td>
<td>435,000 Population</td>
</tr>
<tr>
<td>Warwick Road Extension</td>
<td>Church St/Yamanto Prasad Drive Dealing Creek</td>
<td>Upgrade to 4 lanes</td>
<td>435,000 Population</td>
</tr>
<tr>
<td>Salisbury Road Extension</td>
<td>Ipswich-Central North St/Paradise Street Warwick Rd</td>
<td>Upgrade to 4 lanes</td>
<td>435,000 Population</td>
</tr>
<tr>
<td>Brisbane Rd/River Rd/Kumbier St</td>
<td>Denmore Burnett St/Sheriff St/Wood Rd Sadler Crossing</td>
<td>Upgrade to 4 lanes</td>
<td>435,000 Population</td>
</tr>
<tr>
<td>Old Logan Rd/Addison Rd</td>
<td>Camira Alice Street Addison Road</td>
<td>Upgrade to 4 lanes</td>
<td>435,000 Population</td>
</tr>
<tr>
<td>Old Logan Rd/Cochrane St</td>
<td>Camira Alice Street Addison Road</td>
<td>Upgrade to 4 lanes</td>
<td>435,000 Population</td>
</tr>
<tr>
<td>Warwick Rd/Kilkenny St/Sabrina Rd</td>
<td>Yamba Tamarind Rd</td>
<td>Upgrade to 4 lanes</td>
<td>435,000 Population</td>
</tr>
<tr>
<td>Cunningham Hwy/Ripley Rd</td>
<td>Pindars View Warwick Rd</td>
<td>Upgrade to 4 lanes</td>
<td>435,000 Population</td>
</tr>
<tr>
<td>Old Logan Rd/Yamanto/Akub Rd</td>
<td>Camira Alice Street Addison Road</td>
<td>Upgrade to 4 lanes</td>
<td>435,000 Population</td>
</tr>
<tr>
<td>Warwick Rd/Alley Rd</td>
<td>Denmore Allen Rd</td>
<td>Upgrade to 4 lanes</td>
<td>435,000 Population</td>
</tr>
<tr>
<td>Pine St/Wythe Place</td>
<td>North Ipswich North Ipswich</td>
<td>Upgrade to 4 lanes</td>
<td>435,000 Population</td>
</tr>
<tr>
<td>Warwick Rd/Salbury Rd</td>
<td>Ipswich-Central Warwick Rd</td>
<td>Upgrade to 4 lanes</td>
<td>435,000 Population</td>
</tr>
<tr>
<td>Wattle Rd/Dalby St</td>
<td>North Ipswich North Ipswich</td>
<td>Upgrade to 4 lanes</td>
<td>435,000 Population</td>
</tr>
</tbody>
</table>

*NOTE: All projects listed are subject to detailed corridor planning, engineering and environmental feasibility investigations and community engagement processes.*
Road Capacity and Connectivity Map

LEGEND

EXISTING

1. Principal Regional Activity Centre
2. Sub-regional Activity Centre
3. District Activity Centre
4. Regional Business & Industry Locality

FUTURE

5. Principal Regional Activity Centre
6. Sub-regional Activity Centre
7. District Activity Centre
8. Regional Business & Industry Locality

Map 8: Road Capacity and Connectivity Map

* All route alignments and configurations shown are subject to future investigation and corridor planning.
## Road Safety and Standard Upgrade Projects

### Table 24: Road Safety and Standard Upgrade Projects Required by 275,000 Population

<table>
<thead>
<tr>
<th>Road</th>
<th>Suburb</th>
<th>From</th>
<th>To</th>
<th>Works</th>
<th>Map Ref.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grampian Drive</td>
<td>Deebing Heights</td>
<td>Pisasale Drive</td>
<td>Winland Drive</td>
<td>Upgrade to urban road standards (2 lanes)</td>
<td><img src="image1" alt="Map Ref." /></td>
</tr>
<tr>
<td>Halletts Rd / Deebing Heights</td>
<td>Redbank Plains</td>
<td>Six Mile Creek</td>
<td></td>
<td></td>
<td><img src="image2" alt="Map Ref." /></td>
</tr>
<tr>
<td>Jacobs Street - Pottery Road</td>
<td>Demesne / New Chum</td>
<td>Albertare Street</td>
<td>Old Ipswich Road</td>
<td></td>
<td><img src="image3" alt="Map Ref." /></td>
</tr>
<tr>
<td>Jinxy Road</td>
<td>Bellbird Park / Goodna</td>
<td>Church Street</td>
<td>Augusta Horton Rd</td>
<td></td>
<td><img src="image4" alt="Map Ref." /></td>
</tr>
<tr>
<td>Junction Road</td>
<td>Karalee</td>
<td>Terners Street</td>
<td>A. Summers Vale Rd</td>
<td></td>
<td><img src="image5" alt="Map Ref." /></td>
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<tr>
<td>Kedgers Road</td>
<td>Redbank Plains</td>
<td>Mountview Dr</td>
<td>Lillian Street</td>
<td></td>
<td><img src="image6" alt="Map Ref." /></td>
</tr>
<tr>
<td>Redbank Plains Road</td>
<td>Swanbank / Redbank Plains</td>
<td>Nenewill Drive</td>
<td>Six Mile Creek</td>
<td></td>
<td><img src="image7" alt="Map Ref." /></td>
</tr>
<tr>
<td>Ripley Road</td>
<td>Ripley</td>
<td>Cunningham Highway</td>
<td>Richers Rd</td>
<td></td>
<td><img src="image8" alt="Map Ref." /></td>
</tr>
<tr>
<td>School Road</td>
<td>Redbank Plains</td>
<td>Alexander Street</td>
<td>Redbank Road</td>
<td></td>
<td><img src="image9" alt="Map Ref." /></td>
</tr>
<tr>
<td>Tramona Road</td>
<td>Walkinnsa</td>
<td>Berne St</td>
<td>Kamalin - Rosewell Rd</td>
<td></td>
<td><img src="image10" alt="Map Ref." /></td>
</tr>
<tr>
<td>Briggs Road</td>
<td>Raceview</td>
<td>Parrot Street</td>
<td>Edwells Street</td>
<td></td>
<td><img src="image11" alt="Map Ref." /></td>
</tr>
<tr>
<td>Tramona Road</td>
<td>Walkinnsa</td>
<td>Agamill Street</td>
<td>Berne Street</td>
<td></td>
<td><img src="image12" alt="Map Ref." /></td>
</tr>
<tr>
<td>Queen Street / Murphysburg - Fernvale Road</td>
<td>Murphysburg</td>
<td>Losa Street</td>
<td>ICC To boundary</td>
<td></td>
<td><img src="image13" alt="Map Ref." /></td>
</tr>
<tr>
<td>Alice Street</td>
<td>Goodna - Gambia</td>
<td>Queen Street</td>
<td>Old Logan Rd</td>
<td></td>
<td><img src="image14" alt="Map Ref." /></td>
</tr>
<tr>
<td>Bosley Road</td>
<td>Pine Mountain</td>
<td>Brisbane Valley Highway</td>
<td>Cabernet Crescent</td>
<td></td>
<td><img src="image15" alt="Map Ref." /></td>
</tr>
<tr>
<td>Brisbane Terrence</td>
<td>Redbank - Goodna</td>
<td>Frint St</td>
<td>ICC To boundary</td>
<td></td>
<td><img src="image16" alt="Map Ref." /></td>
</tr>
<tr>
<td>Richer Road</td>
<td>Ripley / Binders View</td>
<td>Ripley Road</td>
<td>Swanbank Rd</td>
<td></td>
<td><img src="image17" alt="Map Ref." /></td>
</tr>
<tr>
<td>Lobb Street</td>
<td>Church Hill</td>
<td>Old Toowomba Road</td>
<td>Warwick Rd</td>
<td></td>
<td><img src="image18" alt="Map Ref." /></td>
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<tr>
<td>Kholo Road</td>
<td>Chummar Murraya</td>
<td>Ganes Road</td>
<td>Brisbane River</td>
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<td><img src="image19" alt="Map Ref." /></td>
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<tr>
<td>Pine Mountain Rd</td>
<td>Pine Mountain</td>
<td>Warrego Highway</td>
<td>Russell Road</td>
<td></td>
<td><img src="image20" alt="Map Ref." /></td>
</tr>
<tr>
<td>Railway St / Rosewood - Throgamia Road</td>
<td>Rosewood to Throgamia</td>
<td>John St</td>
<td>Throgamia - H_chg Road</td>
<td></td>
<td><img src="image21" alt="Map Ref." /></td>
</tr>
<tr>
<td>Riverina Drive</td>
<td>Murraya</td>
<td>Kholo Road</td>
<td>Kholo Gardens</td>
<td></td>
<td><img src="image22" alt="Map Ref." /></td>
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<tr>
<td>Swanbank Road</td>
<td>Swanbank</td>
<td>Richer Road</td>
<td>Swanbank Gil Rd</td>
<td></td>
<td><img src="image23" alt="Map Ref." /></td>
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<tr>
<td>Taylor Road</td>
<td>Willow</td>
<td>Maghan - Amberley Road</td>
<td>Caledon Rd</td>
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<tr>
<td>Walkinnsa Connection Road</td>
<td>Kamalin</td>
<td>Kamalin - Rosewell Rd</td>
<td>Warrego Highway</td>
<td></td>
<td><img src="image25" alt="Map Ref." /></td>
</tr>
</tbody>
</table>

### NOTE: All projects listed are subject to further detailed planning and feasibility investigations.

### Table 25: Road Safety and Standard Upgrade Projects Required by 350,000 Population

<table>
<thead>
<tr>
<th>Road</th>
<th>Suburb</th>
<th>From</th>
<th>To</th>
<th>Works</th>
<th>Map Ref.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Backbone Rd / Creek St / Sealy St</td>
<td>Goodna</td>
<td></td>
<td></td>
<td>Installation of traffic signals</td>
<td><img src="image26" alt="Map Ref." /></td>
</tr>
<tr>
<td>Colin St / Marburg St</td>
<td>Castle Park</td>
<td></td>
<td></td>
<td></td>
<td><img src="image27" alt="Map Ref." /></td>
</tr>
<tr>
<td>Jacaranda St / Cook St</td>
<td>East Ipswich</td>
<td></td>
<td></td>
<td></td>
<td><img src="image28" alt="Map Ref." /></td>
</tr>
<tr>
<td>Jacaranda St / Cotton St / Leslie St</td>
<td>East Ipswich</td>
<td></td>
<td></td>
<td></td>
<td><img src="image29" alt="Map Ref." /></td>
</tr>
<tr>
<td>Kruger Rd / Dunn St / Nematoff Dr</td>
<td>Collingwood Park</td>
<td></td>
<td></td>
<td></td>
<td><img src="image30" alt="Map Ref." /></td>
</tr>
<tr>
<td>Mary St / William St</td>
<td>Blacktown</td>
<td></td>
<td></td>
<td></td>
<td><img src="image31" alt="Map Ref." /></td>
</tr>
<tr>
<td>Springfield Pwy / Tooma Rd / Woodgranger Way</td>
<td>Springfield</td>
<td></td>
<td></td>
<td></td>
<td><img src="image32" alt="Map Ref." /></td>
</tr>
<tr>
<td>Swanbank Rd / Richer Rd</td>
<td>Fivens View</td>
<td></td>
<td></td>
<td></td>
<td><img src="image33" alt="Map Ref." /></td>
</tr>
<tr>
<td>Thoms St / Garden St</td>
<td>Ipswich</td>
<td></td>
<td></td>
<td></td>
<td><img src="image34" alt="Map Ref." /></td>
</tr>
<tr>
<td>Vegeff &amp; Wicker St</td>
<td>Brisbane</td>
<td></td>
<td></td>
<td></td>
<td><img src="image35" alt="Map Ref." /></td>
</tr>
</tbody>
</table>

### Table 26: Road Safety and Standard Upgrade Projects Required by 435,000 Population

<table>
<thead>
<tr>
<th>Road</th>
<th>Suburb</th>
<th>From</th>
<th>To</th>
<th>Works</th>
<th>Map Ref.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abberage St / Pottery Rd</td>
<td>Demesne / New Chum</td>
<td></td>
<td></td>
<td>Installation of traffic signals</td>
<td><img src="image36" alt="Map Ref." /></td>
</tr>
<tr>
<td>Augustine Pde / Mount St / Donner Dr / Tramway Dr</td>
<td>Brookwater</td>
<td></td>
<td></td>
<td></td>
<td><img src="image37" alt="Map Ref." /></td>
</tr>
<tr>
<td>Darling St / High St</td>
<td>Ipswich Central</td>
<td></td>
<td></td>
<td></td>
<td><img src="image38" alt="Map Ref." /></td>
</tr>
<tr>
<td>Fernvale Rd / Earmanto Rd</td>
<td>Brook</td>
<td></td>
<td></td>
<td></td>
<td><img src="image39" alt="Map Ref." /></td>
</tr>
<tr>
<td>Redbank Plains Rd / Albert St</td>
<td>Goodna</td>
<td></td>
<td></td>
<td></td>
<td><img src="image40" alt="Map Ref." /></td>
</tr>
<tr>
<td>Roberts Rd / Grange Rd</td>
<td>Raceview</td>
<td></td>
<td></td>
<td></td>
<td><img src="image41" alt="Map Ref." /></td>
</tr>
<tr>
<td>School Rd / Halletts Rd</td>
<td>Redbank Plains</td>
<td></td>
<td></td>
<td></td>
<td><img src="image42" alt="Map Ref." /></td>
</tr>
<tr>
<td>South Station Rd / Swanbank Rd</td>
<td>Raceview</td>
<td></td>
<td></td>
<td></td>
<td><img src="image43" alt="Map Ref." /></td>
</tr>
<tr>
<td>Kruger Rd / Henderson St</td>
<td>Redbank</td>
<td></td>
<td></td>
<td></td>
<td><img src="image44" alt="Map Ref." /></td>
</tr>
<tr>
<td>Stuart St / Bell Vue Rd</td>
<td>Goodna</td>
<td></td>
<td></td>
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<td><img src="image45" alt="Map Ref." /></td>
</tr>
</tbody>
</table>

### NOTE: All projects listed are subject to further detailed planning and feasibility investigations.
Map 9: Road Safety and Standard Upgrade Map

LEGEND

EXISTING
- Ipswich Regional Activity Centre
- Sub-regional Activity Centre
- District Activity Centre
- Regional Business & Industry Locality
- Road

FUTURE
- Sub-regional Activity Centre
- District Activity Centre
- Main Street Activity Centre
- Regional Activity Centre
- Road

N
Not to scale
Main Street Activity Centre
Map 9: Road Safety and Standard Upgrade Map

* All route alignments and configurations shown are subject to future investigation and corridor planning.
### Table 27: Future Corridor and Area Planning Projects Required by 275,000 Population

<table>
<thead>
<tr>
<th>Road</th>
<th>Suburb</th>
<th>From</th>
<th>To</th>
<th>Configuration</th>
<th>Lanes</th>
<th>Action</th>
<th>Map Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>Binnies Road</td>
<td>Deebing Heights/Ripley</td>
<td>Pisasale Drive</td>
<td>Ripley Road</td>
<td>Upgrade to 4 lanes</td>
<td>4</td>
<td>Corridor Plan</td>
<td><img src="image1.png" alt="Image" /></td>
</tr>
<tr>
<td>Brisbane Street (including Bunya Street budget)</td>
<td>West Ipswich/Woodend</td>
<td>Deebing Heights/Ripley</td>
<td>Ripley Road</td>
<td>Upgrade to 4 lanes</td>
<td>4</td>
<td>Corridor Plan</td>
<td><img src="image2.png" alt="Image" /></td>
</tr>
<tr>
<td>Centenary Highway - Wensley Road Link</td>
<td>Ripley Road</td>
<td>Centenary Highway</td>
<td>Ripley Road</td>
<td>Upgrade to 4 lanes</td>
<td>4</td>
<td>Corridor Plan</td>
<td><img src="image3.png" alt="Image" /></td>
</tr>
<tr>
<td>Cunningham Highway</td>
<td>Deebing Heights/Ripley</td>
<td>Ripley Road</td>
<td>Swanbank</td>
<td>Upgrade to 4 lanes</td>
<td>4</td>
<td>Corridor Plan</td>
<td><img src="image4.png" alt="Image" /></td>
</tr>
<tr>
<td>Fischer Road</td>
<td>Deebing Heights/Ripley</td>
<td>Ripley Road</td>
<td>Swanbank</td>
<td>Upgrade to 4 lanes</td>
<td>4</td>
<td>Corridor Plan</td>
<td><img src="image5.png" alt="Image" /></td>
</tr>
<tr>
<td>Goodna Bypass</td>
<td>Deebing Heights/Ripley</td>
<td>Ripley Road</td>
<td>Swanbank</td>
<td>Upgrade to 4 lanes</td>
<td>4</td>
<td>Corridor Plan</td>
<td><img src="image6.png" alt="Image" /></td>
</tr>
<tr>
<td>Jacaranda Street - Wattle Street - Hamilton Street Link</td>
<td>East Ipswich to Booval</td>
<td>Brisbane Road</td>
<td>Chermside Road</td>
<td>Upgrade to 4 lanes</td>
<td>4</td>
<td>Corridor Plan</td>
<td><img src="image7.png" alt="Image" /></td>
</tr>
<tr>
<td>Whole Creek Quarry</td>
<td>Chermside Road</td>
<td>Ipswich</td>
<td>Chermside Road</td>
<td>Upgrade to 4 lanes</td>
<td>4</td>
<td>Corridor Plan</td>
<td><img src="image8.png" alt="Image" /></td>
</tr>
<tr>
<td>Moogerah Road</td>
<td>Ripley Road</td>
<td>Binnies Road</td>
<td>Ripley Road</td>
<td>Upgrade to 4 lanes</td>
<td>4</td>
<td>Corridor Plan</td>
<td><img src="image9.png" alt="Image" /></td>
</tr>
<tr>
<td>New Hill Drive</td>
<td>Swanbank</td>
<td>Swanbank</td>
<td>Swanbank</td>
<td>Upgrade to 4 lanes</td>
<td>4</td>
<td>Corridor Plan</td>
<td><img src="image10.png" alt="Image" /></td>
</tr>
<tr>
<td>Possie Drive - Granpain Road</td>
<td>Deebing Heights/Ripley</td>
<td>Ripley Road</td>
<td>Swanbank</td>
<td>Upgrade to 4 lanes</td>
<td>4</td>
<td>Corridor Plan</td>
<td><img src="image11.png" alt="Image" /></td>
</tr>
<tr>
<td>Ripley Valley Local Infrastructure Plan Road Network</td>
<td>Deebing Heights/Ripley South Ripley</td>
<td>Various</td>
<td>New trunk roads</td>
<td>Upgrade to 4 lanes</td>
<td>4</td>
<td>Corridor Plan</td>
<td><img src="image12.png" alt="Image" /></td>
</tr>
<tr>
<td>School Road</td>
<td>Redbank Plains</td>
<td>Redbank Plains Road</td>
<td>Redbank Plains Road</td>
<td>Upgrade to 4 lanes</td>
<td>4</td>
<td>Corridor Plan</td>
<td><img src="image13.png" alt="Image" /></td>
</tr>
<tr>
<td>Springfield - Greenbank Arterial Road</td>
<td>Springfield Lakes</td>
<td>Gran Avenue</td>
<td>ICC Boundary</td>
<td>Upgrade to 4 lanes</td>
<td>4</td>
<td>Corridor Plan</td>
<td><img src="image14.png" alt="Image" /></td>
</tr>
<tr>
<td>Taylor Road</td>
<td>Wallum</td>
<td>Gledsden Road</td>
<td>Hoogly</td>
<td>Upgrade to 4 lanes</td>
<td>4</td>
<td>Corridor Plan</td>
<td><img src="image15.png" alt="Image" /></td>
</tr>
<tr>
<td>Trunk - North Booral Link</td>
<td>Mount Cruby Road</td>
<td>Jaccardine</td>
<td>North - south arterial road</td>
<td>Upgrade to 4 lanes</td>
<td>4</td>
<td>Corridor Plan</td>
<td><img src="image16.png" alt="Image" /></td>
</tr>
<tr>
<td>Wanneroo - Cunningham Hwy Connection</td>
<td>Dremne</td>
<td>Cunningham Highway</td>
<td>Wanneroo</td>
<td>Upgrade to 4 lanes</td>
<td>4</td>
<td>Corridor Plan</td>
<td><img src="image17.png" alt="Image" /></td>
</tr>
<tr>
<td>Warragul Highway</td>
<td>Deebing Heights/Ripley</td>
<td>Ripley Road</td>
<td>Swanbank</td>
<td>Upgrade to 4 lanes</td>
<td>4</td>
<td>Corridor Plan</td>
<td><img src="image18.png" alt="Image" /></td>
</tr>
<tr>
<td>Western Ipswich Bypass</td>
<td>Hoogly</td>
<td>Chermside Road</td>
<td>Ipswich Bypass</td>
<td>Upgrade to 4 lanes</td>
<td>4</td>
<td>Corridor Plan</td>
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### Table 28: Future Corridor and Area Planning Projects Required by 350,000 Population

<table>
<thead>
<tr>
<th>Road</th>
<th>Suburb</th>
<th>From</th>
<th>To</th>
<th>Possible lane areas section</th>
<th>Action</th>
<th>Map Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>Augustin Parkway - Shannondale Boulevard</td>
<td>Springfield Central</td>
<td>Mount Julian Drive</td>
<td>Main Street</td>
<td>Possible lane areas section</td>
<td>Corridor Plan</td>
<td><img src="image20.png" alt="Image" /></td>
</tr>
<tr>
<td>Centenary Highway - Rosewood Road Link</td>
<td>Ripley</td>
<td>Ripley Road</td>
<td>Rosewood</td>
<td>Upgrade to 4 lanes</td>
<td>4</td>
<td>Corridor Plan</td>
</tr>
<tr>
<td>Centenary Highway Extension</td>
<td>Yamanto to Amberley</td>
<td>Centenary Highway</td>
<td>Centenary Highway</td>
<td>Part of the Ipswich City Centre Orbital Road System</td>
<td>4</td>
<td>Corridor Plan</td>
</tr>
<tr>
<td>Darling Street East</td>
<td>Ipswich Central</td>
<td>Gordon Street</td>
<td>Ellenborough Street</td>
<td>East-west link on the periphery of the Ipswich CBD Core</td>
<td>4</td>
<td>Corridor Plan</td>
</tr>
<tr>
<td>David Trumpy Bridge - Warwick Road Link</td>
<td>Ipswich Central</td>
<td>Gordon Street</td>
<td>Ellenborough Street</td>
<td>East-west link on the periphery of the Ipswich CBD Core</td>
<td>4</td>
<td>Corridor Plan</td>
</tr>
<tr>
<td>Ebenezer - Ripley Link</td>
<td>Brisbane to Ripley</td>
<td>Cunningham Highway</td>
<td>Grampian Drive</td>
<td>East-west corridor</td>
<td>2</td>
<td>Corridor Plan</td>
</tr>
<tr>
<td>Ebenzer Regional Industries Area</td>
<td>Brisbane</td>
<td>Cunningham Highway</td>
<td>Cunningham Drive</td>
<td>Arterial road</td>
<td>4</td>
<td>Corridor Plan</td>
</tr>
<tr>
<td>Ipswich Orbital Road System West</td>
<td>Ipswich Central</td>
<td>Ipswich Central</td>
<td>Ipswich Central</td>
<td>Possible part of the Ipswich City Centre Orbital Road System</td>
<td>4</td>
<td>Corridor Plan</td>
</tr>
<tr>
<td>Junction Road - Grampian Road - Arterial Road</td>
<td>Kangaroo Creek</td>
<td>Ipswich Central</td>
<td>Ipswich Central</td>
<td>Possible part of the Ipswich City Centre Orbital Road System</td>
<td>4</td>
<td>Corridor Plan</td>
</tr>
<tr>
<td>New South Drive on-press to Centenary Highway</td>
<td>Springfield</td>
<td>Springfield</td>
<td>Springfield</td>
<td>Road extension out of the Centenary Highway</td>
<td>1</td>
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</tr>
<tr>
<td>Newhill Drive</td>
<td>Swanbank</td>
<td>Ipswich Central</td>
<td>Swanbank</td>
<td>Ipswich south industrial arterial</td>
<td>4</td>
<td>Corridor Plan</td>
</tr>
<tr>
<td>Ripley - Swanbank Link</td>
<td>Swanbank</td>
<td>Swanbank</td>
<td>Swanbank</td>
<td>Road extension out of the Centenary Highway</td>
<td>4</td>
<td>Corridor Plan</td>
</tr>
<tr>
<td>Springfield Town Centre</td>
<td>Ripley</td>
<td>Ripley</td>
<td>Ripley</td>
<td>Industrial park</td>
<td>2/4</td>
<td>Corridor Plan</td>
</tr>
<tr>
<td>Springfield Town Centre</td>
<td>Springfield Central</td>
<td>Springfield Central</td>
<td>Springfield Central</td>
<td>East-west link on the periphery of the Ipswich CBD Core</td>
<td>4</td>
<td>Corridor Plan</td>
</tr>
<tr>
<td>Springfield Town Centre</td>
<td>Springfield Central</td>
<td>Springfield Central</td>
<td>Springfield Central</td>
<td>East-west link on the periphery of the Ipswich CBD Core</td>
<td>4</td>
<td>Corridor Plan</td>
</tr>
</tbody>
</table>

### Table 29: Future Corridor and Area Planning Projects Required by 435,000 Population

<table>
<thead>
<tr>
<th>Road</th>
<th>Suburb</th>
<th>From</th>
<th>To</th>
<th>Possible lane areas section</th>
<th>Action</th>
<th>Map Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ipswich City Centre to Ipswich Central</td>
<td>Ipswich Central</td>
<td>Ipswich Central</td>
<td>Ipswich Central</td>
<td>Possible lane areas section</td>
<td>Corridor Plan</td>
<td><img src="image35.png" alt="Image" /></td>
</tr>
<tr>
<td>Goodna Town Centre</td>
<td>Goodna</td>
<td>Goodna</td>
<td>Goodna</td>
<td>Possible lane areas section</td>
<td>Corridor Plan</td>
<td><img src="image36.png" alt="Image" /></td>
</tr>
<tr>
<td>Ripley Town Centre</td>
<td>Ripley</td>
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<td>Ripley</td>
<td>Possible lane areas section</td>
<td>Corridor Plan</td>
<td><img src="image37.png" alt="Image" /></td>
</tr>
<tr>
<td>Wellcamp - Thagoona Growth Area</td>
<td>Wellcamp</td>
<td>Thagoona</td>
<td>Thagoona</td>
<td>Possible lane areas section</td>
<td>Corridor Plan</td>
<td><img src="image38.png" alt="Image" /></td>
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<tr>
<td>Rosewood Growth Area</td>
<td>Rosewood</td>
<td>Rosewood</td>
<td>Rosewood</td>
<td>Possible lane areas section</td>
<td>Corridor Plan</td>
<td><img src="image39.png" alt="Image" /></td>
</tr>
</tbody>
</table>
Introduction

Ipswich has 42% of the available business and industry land in South East Queensland. Ipswich is also located at the confluence of two principal freight routes: between Brisbane and Sydney; and Brisbane and the Darling Downs, Surat Basin and Melbourne. Thus, Ipswich needs to support the provision of a safe and effective freight network.

Through the use of trucks, trains, ships and aircraft, the freight industry brings food to our dinner tables, transports goods to our homes, carries raw materials and components to our factories and supplies bulk materials to foreign markets. As such, freight and the resiliency and efficiency of the freight network impacts on all of our lives.

To support Ipswich’s forecast population growth and meet the current and future freight demands on its transport network, it is important to plan for an effective freight network. Particularly as freight volumes in Queensland are estimated to double over the next decade.

It is acknowledged that increases in freight volumes and routes present many complex challenges, particularly in regards to environmental, safety and community amenity impacts. Being able to effectively balance these issues with the freight task is critical to Ipswich’s overall sustainable transport future.

There are multiple stakeholders involved in the management of the freight network. How, when and why freight moves and the mode or modes which move it are generally determined by the freight industry. The Australian and Queensland Governments play a major role in managing the transport system on which freight relies including infrastructure (e.g. rail network and state-controlled roads) and the policies and regulations that influence the movement of freight.

Council’s freight role involves planning and managing the local road network that connects with strategic freight routes and locating land uses that generate and support freight via land use planning and development assessment processes.

Achieving the full potential of Ipswich freight future will involve partnerships between all levels of government, industry and the community to provide places for freight, manage freight movements and mitigate adverse freight impacts.

7 PricewaterhouseCoopers. Meeting the 2050 Freight Challenge. (Sydney: PricewaterhouseCoopers Australia. 2009).
Existing Situation
Ipswich caters for ‘freight through traffic’ requirements (e.g. trips through Ipswich on the way to and from the Port of Brisbane, Brisbane Airport, metropolitan freight hubs etc.) and ‘freight access requirements’ (e.g. Ipswich freight generating, supporting or attracting land uses and businesses).

Rail Freight Route
The rail line through Ipswich (Ipswich/Rosewood Line) carries freight rail traffic. This line provides an important regional connection between the agricultural and resource areas to the west (e.g. Darling Downs and the Surat Basin) and Brisbane (including the Port of Brisbane).

Freight carried on this line comprises grains, livestock, cotton and coal. These freight movements are subject to seasonal variation and shipping availability.

There were just over 8,750 freight rail movements through Ipswich in the 2013/2014 financial year. This equates to an average of 24 freight trains per day (i.e. loaded and unloaded). Of these freight train movements, 93% were carrying coal.

Principal Road Freight Routes
The following principal (inter-regional) road freight routes traverse Ipswich:
- Brisbane – Sydney (via the Ipswich Motorway and the Cunningham and New England Highways)
- Brisbane – Melbourne (via the Ipswich Motorway and the Warrego and Newell Highways)
- Brisbane – Darwin (via the Warrego Highway)

Secondary Road Freight Routes
The following secondary road freight routes traverse Ipswich:
- Centenary Highway (Springfield to Yamanto)
- Centenary Motorway (Springfield to city boundary)
- Ipswich/Rosewood Road and Haigslea-Amberley Road (Haigslea to Amberley)
- Logan Motorway (Gables to city boundary)
- Champions Way, Willowbank
- Cobalt Street, Carole Park
- Francis Street/Monkhill Road, Redbank
- Redbank Plains Road, Swanbank
- River Road - Aberdare Street - Chum Street, Dinmore/New Chum
- Swanbank Road, Finders View/Swanbank
- Wulkuraka Connection Road – Karimbah–Rosewood Road – Toogoom Road, Karimbah/Wulkuraka

Land Uses
Ipswich contains about 8,000 hectares (ha) of land designated in the Ipswich Planning Scheme for regionally significant industry and business land uses. This represents 42% of the available industrial land in South East Queensland. These areas are outlined in Table 30.

Of this land, only about 3,000ha is currently in use for industrial purposes.

Further, about 47,000ha of land in Ipswich is designated in the Ipswich Planning Scheme for rural purposes.

Both land uses generate freight movements on the road network. However, there is evidence to suggest that most freight movements in Ipswich are generated by land uses in Carole Park, Redbank and Swanbank.

Table 30: Regional Business and Industry Areas in Ipswich - existing, emerging and planned.

<table>
<thead>
<tr>
<th>Area</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>East</td>
<td>Carole Park, Redbank</td>
</tr>
<tr>
<td>Central</td>
<td>Bundamba, Dinmore, New Chum, Swanbank</td>
</tr>
<tr>
<td>West</td>
<td>Ebenezer, Wulkuraka</td>
</tr>
</tbody>
</table>
Heavy Vehicle Regulation

The National Heavy Vehicle Regulator (NHVR) is Australia’s independent regulator of all vehicles greater than 4.5 tonnes in mass. It was established in 2014 under the auspices of the Council of Australian Governments (COAG) to administer one set of laws for heavy vehicles across the nation called the Heavy Vehicle National Law (HVNL).

The aim of the NHVR is to improve safety and productivity, minimise the compliance burden on the heavy vehicle transport industry and reduce duplication and inconsistencies across state borders.

Heavy vehicles with regulated access to the road network include (but not limited to):

- B-Double trucks;
- Buses >12.5m in length (e.g. long distance coaches);
- Car and livestock carriers;
- Crane and drilling trucks;
- Vehicles carrying large agricultural and mining equipment;
- Vehicles facilitating the relocation of a house and
- Performance-Base Standard (PBS) Vehicles – trucks that are designed to provide higher levels of productivity (loads and speeds).

The NHVR issues permits for the use of certain routes by certain vehicles in consultation with the relevant road manager.

In order to fast track the assessment process for certain classes of vehicle, Council has set up pre-approved routes on roads that can appropriately cater for freight traffic (i.e. in regionally significant industry and business areas). These routes are based on the acceptable category (or categories) of vehicles and declaration of routes and/or areas on which the specified vehicles are able to operate. For example, Council has identified various streets in Carole Park, Redbank and New Chum as pre-approved routes for over size/over mass vehicles with a range of dimension and mass limits appropriate to the location.

Heavy vehicle access consent requests that comply with these pre-approved routes are processed by the NHVR and the relevant road manager is notified when a permit has been issued.

Council continues to assess its transport network to identify opportunities for pre-approved routes for appropriate vehicle classes.

Further route information for a range of vehicle classes can be found at gis.nhvr.gov.au/journeyplanner/

For those applications outside of the limits of pre-approved routes and which require more detailed assessment, consent can be provided for a single trip or for a specific period of time for a single operator. Under the HVNL, on-road compliance and enforcement covers a broad range of activities including but not limited to:

- Prescribed work, rest, driver fatigue and work diary requirements;
- Vehicles standards heavy vehicles must meet when on roads;
- Maximum permissible mass and dimensions of heavy vehicle used on roads; and
- Loading and restraining of loads of heavy vehicles used on roads.

Opportunities

Ipswich has an opportunity to support the growing freight task and continue to develop ‘places for freight’.

Southern Freight Rail Corridor

The Queensland Government has planned the Southern Freight Rail Corridor - a 55km ‘freight only’ railway line connecting the Ipswich/Rosewood line at Rosewood and the Brisbane - Sydney Railway Line at Kagaru - north of Beaudesert (refer to Map 11).

The Southern Rail Freight Corridor is a key opportunity to divert rail freight away from metropolitan areas, provide an alternative route to existing freight centres at Acacia Ridge and the Brisbane Multimodal Terminal (Port of Brisbane) and link proposed logistics hubs and industrial developments at the Ebenezer (Ipswich) and Brimneart (Sunshine) areas via intermodal (rail/road) freight transfer facilities.

Further information on the Southern Rail Freight Corridor can be found at www.tmr.qld.gov.au
Inland Rail Project

The Australian Government has committed to building the Inland Rail Project over the next decade. The Inland Rail Project is a 1700km railway line linking Brisbane and Melbourne via central-west NSW and Toowoomba.

The preliminary route of the Inland Rail Project is outlined in Map 12, which includes 600km of new track. The planned Southern Rail Freight Corridor (between Rosewood and Kegaro) forms part of the Inland Rail Project's route.

The Inland Rail Project will provide a second rail link between Queensland and the southern states and allow double-stacked trains travelling from Brisbane to Melbourne to bypass the busy Sydney network. Thus, transit time for rail freight between Melbourne and Brisbane will become competitive with road transport and therefore increase productivity.

Detailed corridor planning, environmental assessments and community consultation is currently being undertaken by the Australian Rail Track Corporation (the project manager).

Further information on the Inland Rail Project can be found at www.artc.com.au

Inland Port

As part of Council’s land-use planning and the Southern Freight Rail Corridor, an ‘inland port’ is planned for the Ebenezer Regional Industrial Area. The inland port will be a large intermodal (rail/road) freight transfer facility located just to the south of the existing Ipswich Motorway Precinct at Willowbank and in close proximity to the Cunningham Highway.

Redbank ‘Industrial Area’

The Redbank industrial area provides an opportunity to establish a regionally significant transport, logistics and distribution hub given its location and proximity to the Ipswich Motorway, other regional roads (existing and future) and the Ipswich/Rosewood railway line. Some major private sector transport and logistics enterprises are already established in the area which will act as catalysts for further development of this industry sector in Redbank.

Western Ipswich Bypass

The Queensland Government has planned a new road linking the Warrego Highway at Haiglea with the Cunningham Highway at Willowbank via Balloon and Amberley.

A longer term road network solution, the Western Ipswich Bypass, will complete a system of high order roads around the periphery of the central part of Ipswich and provide access for freight travelling to and from the RAF Base at Amberley, the planned Ebenezer Regional Industrial Area and the emerging Swainbank Enterprise Park.

Connecting SEQ 2031 also identifies the need to investigate a possible extension from the Western Ipswich Bypass at Amberley through Purga to the Centenary Highway at Deebing Heights to function as a secondary road freight route.

Further information on the Western Ipswich Bypass can be found at www.tmqrld.gov.au

Warrego to Cunningham Highway Connection

The Warrego and Cunningham Highways are currently linked via the state-controlled roads of River Road and Abberdare Street at Dinmore. These roads function as a freight route between the two highways as well as providing freight access to nearby industrial land uses including the B95 Australia meat processing facility at Dinmore and the Stanwell Corporation electricity generation facility at Swainbank.

The Queensland Government has planned a new road linking the Warrego Highway at Dinmore with the Cunningham Highway at New Chum.

Further information on the Warrego to Cunningham Highway Connection Road can be obtained by contacting the Queensland Department of Transport and Main Roads.

Source: Department of Infrastructure and Regional Development (2015), Inland Rail: A New Rail Connection Between Melbourne and Brisbane

Map 12: Melbourne - Brisbane Inland Rail Alignment 2015

Approximately 116 km of new dual gauge track plus 71 km of upgraded track
This dual gauge track will connect Australia’s most productive farming regions to the Port of Brisbane and will include new track and upgraded narrow gauge track.

NORTH ST AR TO (NSW/QLD BORDER) approximately 52 km of new track
This new track will complete one of the key missing links and provide a new, efficient connection between our farms and export markets.

NARRABRI TO NORTH ST AR
Approximately 183 km of upgraded track, 3 km of new track
This track will be upgraded (with a deviation) to allow inland rail traffic to travel at maximum speed.

NARROMINE TO NARRABRI
Approximately 307 km of new track
This new track will reduce the overall journey time and complete one of the missing links between Melbourne, Adelaide, Perth and Brisbane.

PARKES TO NARROMINE
Approximately 107 km of upgraded track
This track will be upgraded to allow the inland rail traffic to travel at maximum speed.

STOCKINBINGAL TO PARKES
Approximately 173 km of existing track
Inland Rail will benefit from the track upgrades that ARTC has already completed to this section. Additional works will be undertaken to accommodate double stacking in the future.

ILLABO TO STOCKINBINGAL
Approximately 37 km of new track
This new track will reduce route distance by 30 km and avoid the Bethungra Spiral.

ALBURY (VIC/NSW BORDER) TO ILLABO
Approximately 185 km of existing track
This track will be upgraded to increase height clearance and to accommodate double stacking in the future.

GOWRIE TO ROSEWOOD
Approximately 82 km of new upgraded and dual gauge track
This will include a 5 km tunnel near Toowoomba to create an efficient route through the steep terrain of the Toowoomba Range.

KAGARU TO ACACIA RIDGE
Approximately 35 km of existing track
This track will be upgraded to increase height clearance and allow double stacking.

OAKEY TO GOWRIE
Approximately 11 km of upgraded track (dual gauge)
This existing track will be converted to dual gauge track.

ROSEWOOD TO KAGARU
Approximately 55 km of new track (dual gauge)
This section will connect Inland Rail with the Sydney to Brisbane coastal line, diverting freight away from metropolitan areas.

Map 12: Inland Rail Alignment 2015

Western Ipswich Bypass

The Queensland Government has planned a new road linking the Warrego Highway at Haiglea with the Cunningham Highway at Willowbank via Balloon and Amberley.

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Further information on the Western Ipswich Bypass can be found at www.tmqrld.gov.au

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The Queensland Government has planned a new road linking the Warrego Highway at Dinmore with the Cunningham Highway at New Chum.

Further information on the Warrego to Cunningham Highway Connection Road can be obtained by contacting the Queensland Department of Transport and Main Roads.

Source: Department of Infrastructure and Regional Development (2015), Inland Rail: A New Rail Connection Between Melbourne and Brisbane
Goodna Bypass
The Queensland Government has planned and is preserving the Goodna Bypass, a new high order road linking the Warrego Highway at Dinmore and the Ipswich Motorway and the Logan Motorway at Gables. Its aim is to provide additional longer term capacity and resilience for the Ipswich Motorway between Dinmore and Gables, particularly for freight.
Further information on the Goodna Bypass can be found at www.tmr.qld.gov.au.

Enhancing Existing Principal Road Freight Routes
The principal freight routes traversing Ipswich (the Ipswich Motorway, Warrego Highway and Cunningham Highway) provide excellent opportunities to provide for both inter-regional through freight movements and quality access to/from current, emerging and planned regional business and industrial precincts in Ipswich. Safety, capacity and legibility enhancements to these routes will be required over the life of GIO and beyond to ensure they continue to function as quality principal freight routes.

Future Secondary Road Freight Routes
Ebenezer Regional Industrial Area
The Ebenezer Regional Industrial Area Implementation Guide prepared by Council has identified an indicative network of four lane arterial roads to service the future primary freight access requirements of this area. Further detailed corridor planning is required for this planned road network to identify its routes, configuration and feasibility.

Swanbank – New Chum Enterprise Park
The Swanbank – New Chum Enterprise Park Master Plan and Implementation Guide has identified the need for a new industrial standard road linking Cunningham Highway at Blackstone in the north with the Centenary Highway at Swanbank in the south via Redbank Plains Road, Nth Newill Drive and Swanbank Coal Road to provide for the expansion of these regional business and industry areas. Further detailed corridor planning is required for parts of this planned road link to identify its route, configuration and feasibility.

Ipswich City Centre Orbital Road System
The planned Ipswich City Centre Orbital Road System (refer to the GIO Roads section p.96 for more information) will provide a longer term solution for local freight movements travelling between suburbs and accessing the Ipswich City Centre. In particular, the Norman Street Bridge, which forms part of the orbital road system, will encourage heavy vehicle movements out of the core of the Ipswich City Centre.

Khola Creek Hard Rock Resource Haul Route
A future extractive industry (quarry) resource has been identified northeast of Lake Manchester adjacent to Brisbane Forest Park, north of Ipswich, which is regionally significant and economically important to the future development of South East Queensland. Referred to as the Khola Creek Hard Rock Resource, the Queensland Government has identified a preferred haulage route between the Warrego Highway and the resource site via Chuwar.

The haulage route corridor will be preserved through development until such time as the Khola Creek Hard Rock Resource becomes operational.
Further information on the Khola Creek Hard Rock Resource can be found by contacting the Queensland Governments Department of Infrastructure, Local Government and Planning.

Regional Business and Industry Land Use Areas
As mentioned previously, there is approximately 8,000 hectares of land designated in the Ipswich Planning Scheme for ‘Regional Business and Industry’ land uses, of which approximately 5,000 hectares is currently used for non-industrial purposes.

Given the amount of land zoned for industrial purposes, current, emerging and future, opportunities exist for Ipswich to become a ‘place for freight.’

Higher Productivity Heavy Vehicles
Higher Productivity Heavy Vehicle (HPHV) combinations offer opportunities for increases in productivity and efficiency for freight operators. Encouraging industry to design their infrastructure (i.e. buildings, loading/unloading points, car parks etc.) and use these types of vehicles, particularly Performance Based Solution (PBS) vehicles, can offer a range of benefits such as enhanced safety through adhering vehicle design, increased efficiency on the existing transport network, reduced environmental impacts and lower transport costs etc.

The PBS Scheme offers the heavy vehicle industry some freedom from conventional mass, dimension and configuration constraints and the potential to achieve higher productivity and safety through innovative and optimized vehicle design. The proposed vehicle design must be assessed and approved against 16 safety-related and four infrastructure-related performance standards before road access is granted.

It must be noted that HPHVs pose engineering challenges and expenses for the transport network and can increase the need for improvements to a route (e.g. strengthening pavements, widening intersections to allow for large vehicle movements and enabling bridges to carry extra weight). However, the alternative of constantly building new roads or widening existing road networks to cater for congestion has its own disadvantages.

Intelligent Access Program
The Intelligent Access Program (IAP) is a national program which uses satellite tracking and wireless communication technology to remotely monitor where, when and how heavy vehicles are being operated on the road network. In Queensland, the IAP is mandatory for higher mass limits and is available for some special purpose vehicles, for non-standard freight vehicles and PBS vehicles.

While this system is currently used to assist with access conditions compliance, encouraging its wider use within the freight industry presents an opportunity to better capture freight trip information. This will enable Council to make more informed decisions regarding freight infrastructure investment in Ipswich.

Without trucks, Australia stops.
National Road Freighters Association
Trucking advocacy organisation
Challenges

There are challenges confronting the freight task in Ipswich and integrated solutions will be the key to alleviating them.

Congestion

Up to 10% of a product’s final cost (and carbon footprint) is derived from its transportation. However, congestion from population growth and increasing numbers of single occupancy private vehicles in metropolitan areas is becoming an increasingly common and persistent challenge to achieving freight transportation efficiencies.

Further, freight vehicles themselves also contribute towards the congestion. Consequently, promoting sustainable travel behaviours for metropolitan residents, facilitating the transition of road freight to rail freight where possible and supporting the use of HPV’s for road freight will be a key to helping address this challenge.

First and Last Mile Issues

Efforts in the past to accommodate population growth and residential demand has led to planning decisions which are now creating conflicts for the existing freight network. Further, freight planning has not always been well integrated with other land use, transport or strategic frameworks. This has resulted in challenges, particularly where freight intersects with the urban environment.

The very beginning and very end of a freight trip, referred to as the ‘first and last mile’, does not typically occur on a strategic freight route. It occurs on the local road network, sometimes through residential areas. Subsequently, first and last mile issues for the freight industry can occur when access to the local road network by heavy vehicles is restricted.

There are many valid reasons why heavy vehicle access along a local road may be restricted. Some of these reasons include:

- Concerns regarding the amenity impacts of noise and air pollution on the local community, hours of operation and the general safety of heavy vehicles in residential areas;
- Inability for the existing local road network to accommodate the freight vehicle type (i.e. road geometry, bridge load limits etc.);
- Damage caused by the freight vehicles to the local road network and ability to obtain funding to repair the damage.

However, impacts of these restrictions can include but are not limited to:

- Higher transport costs for the freight industry. For example, the additional cost of hiring three small trucks for the ‘first and last mile’ instead of being able to use one large truck (HPV) for the entire trip;
- Additional trips on the local road network. For example, by using three small trucks for the ‘first and last mile’ instead of one large truck (HPV) for the entire trip;
- Impact on business operating hours. For example, a business operates 24 hours per day yet access to the business via the local road is not permitted from 7pm to 7am; and
- Impact on business competitiveness. For example, the economic viability of the business is impacted by restrictions (i.e. permitted access hours, vehicle type, load type etc.) that may not apply to another business in an alternate location.

‘First and last mile’ issues can also occur on railways where freight rail services move over railway lines in metropolitan areas that also cater for passenger rail services. Issues can include noise complaints, limitations on transport of dangerous goods and line priority for passenger rail services.

Being able to effectively balance freight efficiency issues along with community amenity, safety and environmental expectations is critical to Ipswich’s overall freight future. It is also recognised that a variety of mechanisms are required to achieve this. These mechanisms will range from integrated transport and planning processes (capital works and development assessment), to charging reforms and case by case assessment of localised issues.

Community Awareness

Freight is usually involved ‘behind the scenes’ and as a result, there is a shortfall in community awareness of the importance and complexity of the freight industry. For example, freight hubs and ports are rarely visited by the general public and it is often taken for granted that fruit and vegetables are available all year round at supermarkets and that products from around the world can be delivered to doorsteps for minimal cost and delay (e.g. Amazon and eBay).

Indeed, freight generally only comes to the forefront when transport systems become congested, public safety is at risk, freight infrastructure impedes residential development or supply chains are broken and products are unavailable due to such things as extreme weather events or freight network capacity issues. Raising community awareness of the role that freight plays in our society outside of these events is a relevant component to Ipswich being able to support freight industries and their requirements to meet current and future demand.

Compliance and Enforcement

A constant challenge for road authorities is the unauthorised movement of heavy vehicles on the local road network and the parking of heavy vehicles in residential areas.

Under Council’s local laws, heavy vehicle operators require a permit to park a heavy vehicle on a residential property that is located within 100 metres of another residential property.

The Queensland Government (via the Police and the Department of Transport and Main Roads transport inspector) enforce heavy vehicle laws.

A way forward to better controlling these unauthorised movements on the local road network will involve greater collaboration and partnerships with these agencies.
**Policy Focus**

To support Ipswich’s population growth, current and future freight demands on the transport network and increase freight competitiveness, Council’s freight policy focuses on:

- Identify, plan and protect ‘Places for Freight’;
- Manage the safe and efficient movement of freight; and
- Supporting freight network enhancements

**Identify, Plan and Protect ‘Places for Freight’**

This policy focus involves identifying and focusing freight supporting, generating and attracting development into the most appropriate areas of Ipswich and ensuring that access to these uses from primary and secondary freight routes is well-planned and protected for freight use (i.e. identifying and planning for ‘first and last mile’ pre-approved routes).

Achieving this policy focus will increase freight efficiencies and help alleviate adverse impacts on the freight industry by competing land use and transport users.

**Manage the Safe and Efficient Movement of Freight**

For ‘first and last mile’ freight movements outside of pre-approved freight routes on the local road network, Council is focused on providing a balance between freight efficiency and community safety, amenity and environmental expectations. This involves supporting the use of HPMs where the existing transport infrastructure is appropriate, undertaking community freight awareness campaigns and continuing to assess and mitigate freight movements so that community impacts are minimised.

**Supporting Freight System Enhancements**

The Australian Government, Queensland Government and Freight Industry is focused on delivering streamlined, integrated and multi-modal transport and logistics systems capable of efficiently moving freight throughout Australia.

Ipswich cats for freight routes and industries of national, state, regional and local significance. Supporting and contributing towards the development and continued enhancement of the strategic freight network will help deliver this goal and also drive Ipswich’s freight future.

**Actions**

With regards to Ipswich’s freight transport future, Council’s prioritised way forward is outlined in Table 31 and Map 13.

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**Table 31: Freight Actions**

<table>
<thead>
<tr>
<th>Action</th>
<th>Policy Focus</th>
<th>Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>F1: Continue with the planning and development of the principal freight network in Ipswich. This includes the following projects:</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>- Inland Rail Project Southern Rail Freight Corridor (including the development of the Beenleigh external freight hub - ‘Inland Port’);</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>- Ipswich links and possible extension to the Cunningham Highway at Deebing Heights; and</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>- Goodna Bypass; and</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>- Warrego and Cunningham Highway Connection.</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>F2: Continue to assess applications for restricted access heavy vehicles on the local road network having regard to the National Heavy Vehicle Regulatory Approved Guidelines for Granting Access.</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>F3: Continue to identify, plan for and protect future and existing places for freight from competing and conflicting land uses pressures through the Ipswich Planning Scheme and development assessment process.</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>F4: Continue to support future and existing places for freight from competing transport users through the support of transport planning projects which promote the use of public transport and active transport.</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>F5: Promote the use of Performance Based Solutions (PBS) heavy vehicles to the freight industry and community and consider providing increased access to local roads to these types of vehicles, particularly in sensitive areas.</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>F6: Develop a Freight Action Plan which complete a strategic assessment of the existing and future local road network in Ipswich with the aim to improve freight local road access and support the use of Higher Productivity heavy vehicles to freight supporting, generating or attracting areas and businesses. This involves:</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>- Compiling existing and future freight network origin and destination data from DTIIP and the freight industry (eg. Intelligent Access Program);</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>- Identifying local roads and types of heavy vehicles Council and the freight industry would like to use; and</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>- The development of a list of prioritised freight local road access upgrades (e.g. pavement improvements, road geometry improvements etc.).</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>F7: Review the Ipswich Planning Scheme requirement on freight supporting, generating or attracting uses to ensure development designs support the use of higher productivity heavy vehicles.</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>F8: Review Ipswich’s pavement design (ESA) requirements for industrial roads to determine whether the current pavement design requirement are achieving the desired design horizon or require amendment in order to reduce Council maintenance costs.</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>F9: Assess and identify additional Performance Based Solution (PBS) heavy vehicle pre-approved routes on the existing local road network in Ipswich.</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>F10: Work with DTMR transport officers and the Queensland Police to facilitate heavy vehicle compliance and enforcement in Ipswich.</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>F11: Assess and identify Over Size Over Mass pre-approved routes on the existing and future local road network to support future designated regionally significant industry and business movements.</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>F12: Develop design guidelines on detection of heavy vehicles and heavy vehicle freight movements (eg. removable traffic islands and pedestrian refuges etc.);</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>F13: Undertake a community education and awareness campaign on the importance of freight and its movements to Ipswich’s sustainable transport future.</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>F14: Investigate the viability of Over Size Over Mass vehicle escorts in order to ensure the protection of Councilassets for portions of the trip undertaken on Council managed roads.</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>

**NOTE:** The above actions will be led by other Council and/or the Queensland Government with advocacy support and/or investment partnerships between all levels of government.

**O = On going**

S = Short term (within the next 5 years or by 25,000 population)

M = Medium term (within the next 10 years or by 350,000 population)