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Integrated Transport and Movement

> **Ipswich City is well-serviced by an integrated public transport and roads system that effectively eliminates congestion, conserves community character and enhances liveability.**

6.1 Theme - Integrated Transport and Movement

Transport and the movement of people around Ipswich is one of the major issues for the Ipswich community.

Transport and the associated infrastructure have shaped the current form of the City. For example, the first railway line ever built in Queensland extended from Ipswich to Grandchester. The rail industry has played a role in the lives of many Ipswich past and present residents, and continues to do so with contemporary features such as the Queensland Railway Museum.

Today, transport is still a major issue, but for all the wrong reasons. The Ipswich Motorway, extending between Ipswich and Brisbane, is regularly criticised for safety and congestion. Traffic on the Motorway is now up to 100 000 vehicles a day during the busiest days of the week, The mixture of cars and freight transport vehicles is problematic.

To address the transport issues in Ipswich a number of major infrastructure projects have been proposed in the State SEQ Infrastructure Plan and Program (2005) including:

➤ Ipswich rail line third track Corinda-Darra and Darra-Redbank.

➤ Springfield passenger rail line.

➤ TransLink sub-regional rail station upgrade program.

➤ Sub-regional cycle network.

➤ Ipswich Motorway upgrade (pending Goodna Bypass Investigation).

➤ Logan Motorway/Ipswich Motorway interchange upgrade.

> **"I would like to see more public transport, buses that go further than the routes they are assigned to now so that more people will have the chance to go into town and have a good time without worrying about finding your own way there and back."**
>
> **Stephanie Deutscher,**
> Lead On Participant

➤ Cunningham Highway to Warrego Highway connection (pending Goodna Bypass and River Road Investigation).

➤ Extension of Centenary Highway - Springfield to Ripley to Yamanto.

➤ Centenary Highway four lanes - Ipswich Motorway to Springfield.

➤ Western Ipswich Bypass (Haigslea to Amberley).

➤ Cunningham Highway four lanes - Ripley Road to Ebenezer.

➤ Warrego Highway/Brisbane Valley Highway Interchange.

Access to public transport is another key issue in terms of residents being able to travel around Ipswich. Currently, residents express concern about the number and reliability of services and limited modal choices. Public transport providers realise this, however, their concern is that they are unable to provide a viable service without adequate demand. This is an issue that must be resolved, and it may depend on a combination of activities to reduce residents' dependency on their private vehicle and increase their use of public transport services. The environmental, economic and social benefits of reducing car usage could be substantial.

6.2 Summary of Goals and Strategies - Integrated Transport and Movement

ITM Goal 1 - Connected Communities

The Ipswich transport system connects communities and enables for easy access around the local community, throughout Ipswich and to other areas of South East Queensland.

Strategy ITM 1.1

Integrated Land Use and Transport Planning: Ensure that the transport needs of residents are considered early in land use planning processes.

➢ Prepare and implement an Integrated Transport Plan for Ipswich.

➢ Establish a Transport Steering Committee.

➢ Identify public transport requirements for emerging areas in the early stages of the planning process.

➢ Identify opportunities for the construction of new schools adjacent to uses with large areas of carparking.

➢ Identify and align the transport priorities and objectives for Ipswich of all stakeholders.

Strategy ITM 1.2

Connected Centres: Ensure that centres are connected and enable efficient movement between communities.

➢ Provide a loop bus service that connects major centres in Ipswich.

➢ Investigate and implement public transport services to rural centres.

➢ Provide interactive information touch screens at major transport hubs.

➢ Provide public transport services after hours to major community facilities.

➢ Provide coordinated transport services for efficient changeover and transfer between modes.

Strategy ITM 1.3

Transit Oriented Development: Identify and develop opportunities to create communities based on the principles of Transit Oriented Development.

➢ Identify opportunities for Transit Oriented Development in Local Growth Management Strategies.

➢ Enhance transport facilities and services at transit oriented communities.

➢ Monitor the change in use of transit services at transit oriented communities.

Strategy ITM 1.4

A Safe Transport Network: Ensure that residents feel safe travelling throughout Ipswich.

➢ Develop and implement Bus Stop and Station Design Guidelines.

➢ Provide real time service updates at major bus stops.

➢ Identify and implement safety measures around transport interchanges and rail stations.

➢ Improve security services on public transport.

➢ Identify and implement opportunities to enable bikes to be taken on buses and storage facilities at major transport interchanges.

Strategy ITM 1.5

A Legible and Permeable Transport Network: Ensure that residents and visitors are easily able to negotiate their way around Ipswich regardless of which mode of transport they are using.

➢ Design and construct gateway treatments to major entry points of the City.

➢ Design and construct boulevard treatments along major approach routes.

➢ Investigate the current flow of traffic through the CBD and identify measures to improve legibility.

➢ Construct a large format map of the City at the Tourist Information Centre.

➢ Prepare and implement design standards for transit interchanges.

ITM Goal 2 - Efficient and Affordable Access

The Ipswich transport system is designed to enable resident access to a variety of transport modes and prioritises the effective and equitable movement of people and goods whilst encouraging innovation and flexibility.

Strategy ITM 2.1

Prioritise Public Transport: Provide an extensive and efficient public transport system.

➢ Research travel patterns of residents and households.

➢ Investigate and implement opportunities to use local taxi services to supplement public transport.

➢ Implement the SEQ Public Transport Network Plan.

Strategy ITM 2.2

A Safe and Functional Road Network: Maintain an efficient and safe network of roads.

➢ Design and construct a major upgrade of the Ipswich Motorway.

➢ Implement the SEQ Strategic Road Network.

➢ Implement road design standards to accommodate bus traffic, light rail, pedestrians and cyclists in residential areas.

➢ Lobby State and Federal Governments for funding of the Ipswich Motorway upgrade.

Strategy ITM 2.3

Active Personal Transport: Ensure the transport network is designed to cater for pedestrian and cycle movement.

➢ Prepare and implement an Active Transport Strategy.

➢ Prioritise the provision of offroad cycle paths in new urban development.

➢ Provide showers and bike storage facilities at public buildings, public facilities and commercial / industrial buildings of a certain scale.

➢ Identify and implement opportunities to improve the provision of safe cycleways to schools.

Strategy ITM 2.4

Multi-use Transport Infrastructure for the Future: Develop a transport network today that can adapt to the potential changes in transport preferences in the future.

➢ Investigate and deliver opportunities for provision of transit lanes on major transport corridors.

➢ Design major transport corridors to cater for potential alternative modes of transport.

ITM Goal 3 - Collaborative Transport Planning

The Ipswich transport system and related investment decisions is a result of the collaborative efforts of a range of stakeholders including all levels of government, the private sector and the Ipswich community and these decisions consider the preservation of options for future generations.

Strategy ITM 3.1

Transport Infrastructure Providers Deliver in Partnership: All stakeholders responsible for the delivery of transport infrastructure work in partnership to plan for and construct an integrated network.

➢ Establish a rail corridor and express rail services between Ipswich, Ripley, Swanbank, Springfield and Brisbane.

➢ Identify the public transport requirements for greenfield development within Local Structure Plans.

➢ Plan for infrastructure for active transport such as pedestrian and cycle paths.

Strategy ITM 3.2

Funding Transport Infrastructure: Identify all options for funding transport infrastructure development and maintenance and invest this in the most economically viable manner.

➢ Research and implement innovative measures to fund transport infrastructure.

➢ Identify key partnerships and funding sources for transport infrastructure.

Strategy ITM 3.3

Environmentally Responsible Network: Ensure the transport system and related infrastructure is provided in a manner which is environmentally responsible.

➢ Establish and invest in public transport services that operate on 'environmentally friendly technology'.

Strategy ITM 3.4

Strategic Decisions: Decision-makers demonstrate a culture of making decisions for the long-term in ensuring the benefits and costs of the transport system are equitably distributed across and within current and future generations.

➢ Inform decision makers of the projected financial, environmental and social costs of delaying investment in large transport infrastructure.

Strategy ITM 3.5

Innovative Transport: Encourage innovation in the design and development of the transport network.

➢ Install computer systems on buses that record the travel behaviours of patrons.

➢ Investigate opportunities to provide on-demand transport services.

➢ Investigate opportunities to provide transport services currently not available in Ipswich.

Strategy ITM 3.6

Public Participation: Encourage local residents to participate in the decision-making processes

regarding the planning and delivery of the transport network and system.

➢ Design road infrastructure in partnership with local residents.

➢ Establish a community based steering committee focussed on transport issues.

ITM Goal 4 - Transport for the Economy

The Ipswich transport network supports the economic growth and functions of the City.

Strategy ITM 4.1

Transport of Freight: Develop Ipswich as a key freight hub that services the economic activities of the city and the western corridor of South East Queensland.

➢ Identify the freight transport needs of the region that Ipswich can accommodate.

➢ Plan for the creation of a regionally significant transport hub in Ipswich.

➢ Investigate the potential for Ipswich to cater for more rail freight.

➢ Provide incentives to minimise the movement of freight during commuter peak hours.

Strategy ITM 4.2

Transport to Employment: Each of the key employment nodes within Ipswich are serviced with efficient transport networks, catering for freight movement and employee access.

➢ Identify options for providing transport services in Regionally Significant Enterprise Areas.

➢ Provide incentives for large employment bases to provide transport services for employees.

➢ Encourage local businesses to provide incentive schemes for employees to use public transport services.

➢ Plan to provide for pedestrian and cycle links to key employment nodes.

ITM Goal 5 - Minimal Use of the Private Vehicle

The Ipswich community makes a concerted effort to minimise the use of the private vehicle and are informed of the opportunities and benefits of alternatives.

Strategy ITM 5.1

Travel Demand Management: Identify and implement travel demand management measures.

➢ Research existing travel patterns of residents.

➢ Devise incentive schemes that encourage residents to use public transport services.

➢ Establish and implement a car pooling program.

➢ Increase express train services on the Ipswich line.

➢ Investigate the control and provision of parking and bicycle parking in the CBD.

➢ Identify and implement strategies to reduce the cost of public transport to the consumer.

Strategy ITM 5.2

Reduce the Car Culture: Increase awareness, particularly of young people, on the opportunities and benefits of alternatives to the private motor vehicle for transport.

➢ Identify and implement public awareness campaigns of the total cost of car travel.

➢ Develop a schools campaign to increase knowledge of young people about costs associated with car travel.

➢ Devise an innovative marketing campaign to inform the community of the ease and safety of public transport use.

➢ Investigate the feasibility of initiatives overseas to be applied to Ipswich to reduce car usage.