City of Ipswich

iGO Active Transport Action Plan

Summary Report

October 2016

City of Ipswich Transport Plan

Moving Ipswich Forward

Advance Ipswich

City of Ipswich

Ipswich City Council recognises the Traditional Owners of the Ipswich region the Yagara People, consisting of the Jagera, Yuggera and Ugarapul Clans, 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.

CONTENTS

INTRODUCTION

The City of Ipswich Transport Plan (branded 'iGO') is Ipswich City Council's masterplan for Ipswich's transport future. It responds to current and future transport challenges and outlines council's aspirations to advance the city's transport system to accommodate a future population of 435,000 people[1].

In particular, iGO recognises that to meet the future increased travel demands that come with Ipswich's forecast population growth, and also achieve the quality of life outcomes outlined in the *Advance Ipswich Plan*, that greater emphasis must be given to promoting and realising the opportunities and benefits associated with more sustainable forms of travel, such as active transport.

Consequently, iGO identified three active transport policy focus areas and a number of early actions arising from these. One of the key actions of iGO involved the preparation of a more detailed *Active Transport Action Plan* (refer Figure 1).

The aim of the *Active Transport Action Plan* is to guide the planning, delivery and promotion of quality facilities and programs for walking and cycling (and other active forms of travel) in Ipswich.

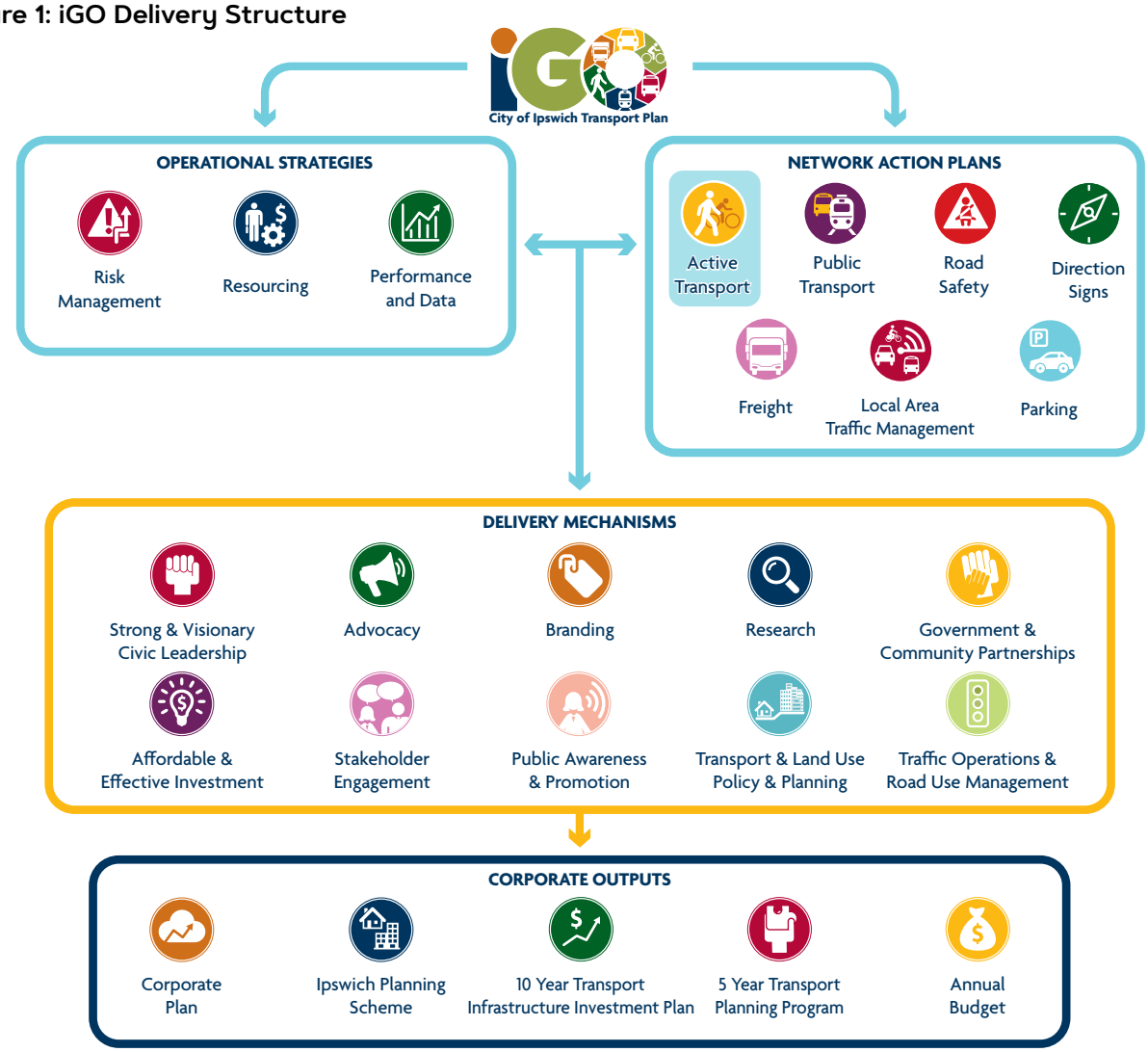
Focused consultation was undertaken with the Ipswich community in order to help shape a realistic plan. This was achieved via an online community survey undertaken in early 2016.

WHAT IS ACTIVE TRANSPORT?

iGO highlights active transport as being *"an efficient, cost effective, healthy, sustainable and accessible form of transport which has many benefits for both the individual and the community."* The most common forms of active transport are walking and cycling, though it also includes all forms of human powered movement including that via wheelchairs and other mobility devices, skateboards, roller blades and scooters.

This *Active Transport Action Plan* focuses on walking and cycling as the primary forms of active transport, recognising that through the provision of a network and infrastructure for these users, it will also provide for other forms of active transport.

Figure 1: iGO Delivery Structure



[1] iGO: City of Ipswich Plan, 2015, page 3

Active Travel Can Reduce Traffic Congestion

In Ipswich, the car is currently a convenient transport option. However, if the prevalent use of the private vehicle continues, coupled with expected population growth, there will be a need to significantly upgrade the road network at a high cost. This will result in increased air and noise pollution and reduce the overall quality of life for Ipswich residents. Further, the additional congestion will impact on freight and commercial movements, making them slower and therefore more expensive. This will reduce the attractiveness of Ipswich for economic investment.

Almost 50% of car trips are less than 5km[2]. Travel change to more active modes of travel for these trips can result in a more liveable community with less traffic congestion. If people replace a car trip to work or school with a public transport, walk or cycle mode once per week, this can help reduce traffic congestion by 20%[3].

Active Travel is Good for Health

Obesity is a nation-wide issue. The number of people who are overweight or obese nationally is increasing every day, creating significant health issues such as cardiovascular disease, type 2 diabetes and other chronic diseases. Physically inactive Australian adults are costing the health care system an avoidable $1.5 billion a year[4].

This national trend is mirrored in Ipswich with 5.9 out of 10 people classified as overweight or obese[5].

Walking and cycling for some trips, to and from public transport or just for fun, can contribute towards daily physical activity requirements. Increasing levels of physical activity can also help people be more productive at work and contribute to reductions in depression, anxiety and sedentary lifestyle diseases.

Active Travel is Good for Business

More people walking and cycling can revitalise an area and bring increased economic dollars into a centre. Providing places for people to walk/cycle and improving the amenity and convenience of these activities can contribute to the centre's economy.

Other economic benefits of active travel include:

- reduced cost of infrastructure due to space for walking and cycling being less than a car (i.e. it is possible to move more people in a narrower corridor and less storage space is required at the beginning and end of a journey);
- high cost-benefit ratio of travel choice programs and walking and cycling facilities; and
- more vibrant and successful town centres.

Active Travel is Equitable

There is a social need to ensure that those who are disadvantaged (i.e. have no car ownership, low income, low education attainment, unemployment or people under 17 years old and over 75 years old) have transport choices. Many of those in transport need are on the urban fringe as housing tends to be cheaper. However, these areas often have fewer services, less public transport and reduced access to walking and cycling facilities making them more reliant on the car.

With rising petrol and insurance prices, the running costs of private cars are an increasing burden on household income. Cycling costs are low to nil, with a minimal initial cost and negligible running costs. Walking only requires shoes and comfortable clothes. This makes walking and cycling a cost effective choice, particularly for short trips.

Active Travel is Good for the Environment

Greenhouse gas emissions and the volume of non-renewable energy resources which a car uses are key issues for the environment. The production of greenhouse gases is increasing and contributing to the number and severity of climate change impacts[6].

Our dependence on road transport is contributing to these high emissions. Transport is responsible for 12.1% of total greenhouse gas emissions in Queensland, with 85% of this coming from road transport[7].

Research shows that vehicle emissions are highest when the engine is cold and consequently, short trips by car (less than 5km) produce higher emissions per kilometre than longer trips[8]. Reducing car use could play a role in mitigating climate change and protecting our environment for future generations[9].

[2 & 3] Connecting SEQ 2031, TMR 2011
[4] http://www.activehealthycommunities.com.au/content/why-important
[5] Self-reported health statistics 2011–12, Health indicators: Chronic disease and behavioural risk factors – local government areas, Qld Health 2013
[7] Connecting SEQ 2031, TMR 2011
[8] P Hoglund and A Ydstedt "Reduced air pollution and fuel consumption with pre-heated car engines" Urban Transport and the Environment for the 21st Century, Lisbon, Portugal, 1998
[9] Australian Government Department of Environment and Energy, 2016, https://www.environment.gov.au/climate-change/climate-science/understanding-climate-change
[10] Australian Government Climate Change Authority 2016, http://www.climatechangeauthority.gov.au/reviews/light-vehicle-emissions-standards-australia/opportunities-reduce-light-vehicle-emissions

Who Does This Plan Focus On?

iGO recognises the need for a greater emphasis on walking and cycling. However, for the purposes of this ***Active Transport Action Plan*** these two topics have been separated where possible. This has been done due to the significant differences in needs and motivations of people undertaking these two activities, differences which are rarely recognised. For example, planning for people on bicycles tends to be about travelling from A to B, and although planning for people on foot can also be about this, it is also about what happens in between.

There are also a number of different user group types which could potentially use the walk and cycle network in Ipswich. It is important to understand these user groups to ensure the network and standards provided meet their needs (Refer Table 1). Like iGO, the Active Transport Action Plan focuses on school, commuter and utility groups acknowledging that through the provision of a network and infrastructure for these groups, other groups will also receive positive benefits.

* Table content adapted from the Cairns Regional Cycling and Walking Strategy Part A (Strategic Leisure Group, 2010)

Table 1: iGO *Active Transport Action Plan* User Group Types*

School Children

Young pedestrians and cyclists of varying ages and skill levels

Commuter and Utility Users

Commuter cyclists prefer direct and efficient routes with smooth surfaces, good alignment and minimal delays, providing access to employment nodes, key centres and tertiary education. Commuter pedestrians tend to travel much shorter distances to the same destinations using off-road paths.

Utility cyclists and pedestrians use the network for trips to shops, public transport nodes and community facilities.

Elderly and disabled persons

Primarily pedestrians using off-road paths for pleasure, fitness and potentially utility trips over relatively short distances and/or close to home.

Other wheeled recreation devices

Local paths will be used by a range of other nonmotorised modes, including parents with prams and wheeled recreation devices e.g. roller blades, skateboards, scooters.

Mountain Bikers and Hikers

Undertaken for recreation and exercise. As this use primarily occurs in natural environments, (e.g. national parks), mountain bike and hiking tracks are not within the scope of the Ipswich *Active Transport Action Plan.*

Recreation Users

Walking, jogging, cycling and dog exercise as a source of recreation and fitness, with use peaking at weekends, early morning and late afternoon/early evening.

These groups are considered but are not a key focus for the Ipswich *Active Transport Action Plan.* Specific treatments for these users will not be considered as part of this plan.

Sports Groups

Road bike racers and triathletes form this major user group.

These groups are considered but are not a key focus for the Ipswich *Active Transport Action Plan.*

EXISTING SITUATION

CURRENT ACTIVE TRANSPORT USE

The following table summarises the current active transport characteristics of Ipswich.

Table 2: Ipswich City Council Active Transport Use Summary

Statistic	Cycling in Ipswich	Walking in Ipswich
ABS Journey to Work, 2011	▪ 0.3% of trips to work. ▪ 92% were males.	▪ 1.7% of trips to work. ▪ 49% were males.
ABC National Cycling Participation Survey, 2011 *(Based on a survey of 603 households in Ipswich consisting of 1, 705 individuals)*	▪ 20.3% of residents ride a bicycle in a typical week. ▪ 25.8% of male residents ride in a typical week, compared with 14.7% of females. ▪ 51% of children aged 2 to 9 ride a bicycle in a typical week, decreasing to 9% of 18 to 29 year olds. ▪ Of those who rode in the week before the survey, 84% had ridden for recreation or exercise while 7% had ridden for commuting. ▪ 48% of households do not have at least one working bicycle.	n/a
Health Active School Travel (HAST), 2013–2016 (Schools) *(Based on self-reported 'Hands up' surveys at 10 schools in Ipswich)*	The active transport mode share across all schools in the program was 25%, increasing to 31% after the program was conducted. On event days, the active transport mode share was at 48%	
Self-Reported Health Status, 2011–2012	▪ 5.9 out of 10 people in the Ipswich Local Government Area are overweight or obese. ▪ Only 56% of people do sufficient physical activity to achieve a benefit	
Ipswich Active Transport Online Community Survey, 2016 *(Based on a survey with over 500 complete responses)*	▪ 70% of males currently cycle. ▪ 36% of females currently cycle. ▪ A greater proportion of respondents cycled more than 5km. ▪ 43% of respondents who cycled 1 to 4 times a week, did so for commuting/utilitarian purposes and 78% for recreation/fitness or sports training. ▪ 60% of the male responses currently ride for recreation 1 to 4 times a week, compared with 54% female responses. ▪ 35% of respondents do not own a bicycle and 10% did not have access to a bicycle in working condition (i.e. total of 45%).	▪ 62% of males currently walk. ▪ 73% of females currently walk. ▪ 60% of respondents who walked 1 to 4 times a week did so for commuting/ utilitarian purposes, with 53% for recreation/fitness or sports training. ▪ The proportion of male and female respondents that walked to work 1 to 4 times a week was 9% and 14% respectively. ▪ The proportion of male and female respondents who walked to work every weekday was 30% and 24% respectively.

EXISTING CYCLE NETWORK

For cyclists, the active transport network in Ipswich is not well developed, with limited existing shared paths and dedicated cycle lanes. There are approximately 100kms of shared paths (2.5m wide path or greater) and 140kms of dedicated cycle lanes/Bicycle Awareness Zones (BAZ) within the local government area (on local government roads)*.

The key existing cycle links in Ipswich are as follows (it is acknowledged that there are gaps in some of these links):

- Brassall Bikeway (between North Ipswich and Brassall/Wulkuraka);
- Goodna Creek Bikeway (between Redbank and Redbank Plains);
- Redbank to Springfield Central (via Collingwood Drive and Redbank Plains Road);
- Ipswich Motorway (between Ebbw Vale and Gailes);
- Centenary Highway (between Springfield and Yamanto);
- Old Toowoomba Road (towards the RAAF base at Amberley); and
- Various new development areas (e.g. Augustine Heights, Redbank Plains, Redbank Plains South and Springfield).

EXISTING PEDESTRIAN NETWORK

The pedestrian network is more developed than the cycle network, consisting of 787kms of footpaths 2.4m wide or less, approximately 100kms of shared paths and 117km of footpaths where the widths have not yet been categorised*. Approximately 82% of these footpaths are beside roads or within road reserves, while approximately 18% are located within parks and nature reserves etc. Approximately 182kms (16%) of the total amount of footpaths in Ipswich are deficient in width (i.e. less than 1.2m wide) and many areas in Ipswich do not have footpaths at all.

*These figures are based off ICC GIS active transport layers and mapping which is noted as not being complete and containing gaps throughout the ICC local government area.

EXISTING ACTIVE TRANSPORT RESIDENT PROFILE

Who is Cycling in Ipswich?

The Portland Office of Transport published a paper in 2006 titled 'Four Types of Cyclists' which provides a classification method for cyclists which has been used widely in active transport planning. The paper outlines that cyclists can be placed into one of four groups based on their relationship to bicycle transportation, as shown in Table 3[10].

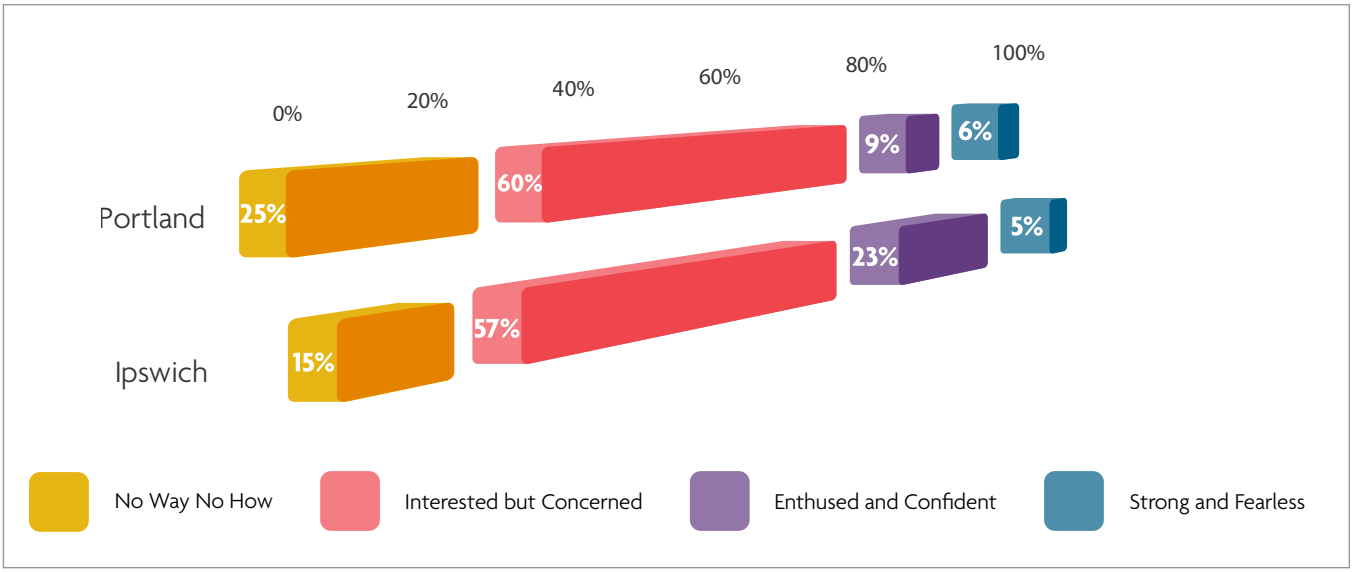
This methodology has been used to profile Ipswich's cyclists based on responses to the online community survey. Figure 2 shows the classification of Ipswich's cyclists compared to the findings of the Portland study.

As illustrated in Figure 2, the largest number of respondents identified with 'Interested but concerned', followed by 'Enthused and confident'. There are less 'No way, no how' cyclists and almost three times more 'Enthused and confident' cyclists in Ipswich compared to Portland.

Table 3: Roger Geller Four Types of Cyclists[11]

Type	Characteristics
Strong and fearless	Will ride in almost any traffic conditions.
Enthused and confident	Comfortable riding in most situations, including bike lanes along arterial roads.
Interested but concerned	Find situations in which they have to negotiate with traffic streams uncomfortable but respond well to stand alone paths and streets with little and slow traffic.
No way no how	These people have no interest in riding a bicycle.

Figure 2: Types of Cyclists in Ipswich



Source: 2016 Community Survey

[10 & 11] Geller, R. Four Types of Cyclists. Portland, OR: City of Portland Office of Transportation, http://www.portlandonline.com/transportation/44597?a=237507

Ipswich's 'Interested but Concerned' Cyclists

The results for Ipswich indicated that 57% of the survey respondents fell within the 'Interested but concerned' category/type. This group, based on the research, are those who are curious about cycling but may have barriers which are preventing them from riding. Targeting this group offers the greatest opportunity for increasing cycling in the city as they are interested and are more likely to take up cycling, or cycle more frequently, if some of their barriers are addressed.

The proportion of this group who were already cycling and those who were non-cyclists were closely split at 26% and 32% respectively.

By analysing the responses to the online community survey, it has been possible to further define this group as it relates to Ipswich. A summary of the results of this analysis are provided in Table 4.

Table 4: Ipswich's 'Interested but concerned' cyclists defined

Interested but Concerned Cyclists	Ipswich's Current Cyclists	Ipswich's Non-cyclists
Current ride frequency	▪ Once or more per weekday/once per month	n/a
Main reason for riding	▪ Majority of current cyclists cycle for recreation and fitness 1 to 4 times a week/few times a month. ▪ Of those who currently cycle to work, most do so 1 to 4 times a week	▪ 36% do not own a bicycle, 11% do not have access to a bicycle in working condition, 5% are not interested in cycling and 48% stated they have other reasons for not riding ▪ Factors that deterred non-cyclists from cycling (verbatim response): *"ideal time for me would be on the way to and home from work, unfortunately I have to drop children off at school and need a car for this purpose."* *"enjoy walking more than cycling."*
Main facility type	▪ Off road, on a designated bicycle only path through parklands or along a creek/river ▪ Off road, on a designated bicycle only path along a road (speed limit of 60kmph or less) ▪ On shared streets with traffic calming ▪ Separated cycle tracks or protected bicycle lanes	▪ Off road, on a designated bicycle only path through parklands or along a creek/river ▪ Off road, on quiet residential streets ▪ Separated cycle tracks or protected bicycle lanes ▪ Off road, on a designated bicycle only path along a road (speed limit of 60kmph or less)
Uncomfortable conditions*	▪ Do not feel comfortable on road, on a designated bike lane next to car parking ▪ Do not feel comfortable on-road, on a designated bike lane on a busy main road (speed limit of 60kph and above) ▪ Do not feel comfortable on-road, with shared lane markings	
Main concerns (barriers)	▪ 82% are concerned about being hit by a motor vehicle (chose strongly agree or agree for this barrier) ▪ 81% stated there were no suitable paths or cycle lanes between the places they wished to travel to/from ▪ 55% do not feel safe when riding (chose strongly agree or agree for this barrier) ▪ 45% stated they were concerned about bicycle theft	▪ 83% stated that there was no suitable paths or cycle lanes between the places they wished to travel to/from ▪ 81% are concerned about being hit by a motor vehicle (chose strongly agree or agree for this barrier), ▪ 65% do not feel safe when riding (chose strongly agree or agree for this barrier) ▪ 55% stated they needed their motor vehicle before/during /after work
Top three wants (enablers)	▪ Continuous linkages ▪ safer ways for cyclists to cross or travel through intersections ▪ Improved motor vehicle driver behaviour	▪ Continuous linkages ▪ Smooth-well surfaced paths ▪ safer ways for cyclists to cross or travel through intersections

*Current and non-cyclists feel uncomfortable in the same cycling conditions.

Source: 2016 Community Survey

Other influencing factors to cycling in Ipswich for the 'Interested but concerned' that were captured from the survey (open response) included the following:

"Cycle lanes on roads are frequently covered in gravel and stones flung from vehicle wheels and broken glass from vehicles and idiots throwing some from cars – these deter me from cycling further."

Current cyclist

"Safety – I want to feel safe and comfortable when I ride without having the threat of being potentially hit by a motor vehicle. Wish there was more off-road bikeways such as the Brassall Bikeway, or at least more protected bike lanes."

Current cyclist

"Off road, designated, well lit, smooth bicycle paths where at the end of my journey I could shower & change, go to work then ride home in complete safety."

Non-cyclist

"Also, a lack of safe bike paths, I have to tow a trailer carrying my young children behind me and I don't feel safe travelling on the road doing so."

Current cyclist

Who is Walking in Ipswich?

Council recognise that Roger Geller's work for cyclists does not correlate directly to walkers. With this in mind, and recognising that the majority of short trips and the beginning and end of longer trips have the potential to be undertaken by foot, the *Active Transport Action Plan* endeavours to define a set of walking types to assist with identifying 'walking improvements' in Ipswich. Table 5 categorises Ipswich's walkers[12].

Based on the below categorisation and the online community survey responses, 51% of Ipswich's community were identified as 'Willing but constrained' walkers. 31% identified with 'Willing and motivated' walkers with 10% as 'Willing and committed' walkers. A small 8% of Ipswich identified with the 'Unwilling walker' category (which is almost half of the number of cyclists that identified with the 'No way, no how' type).

Ipswich's 'Willing but Constrained' Walkers

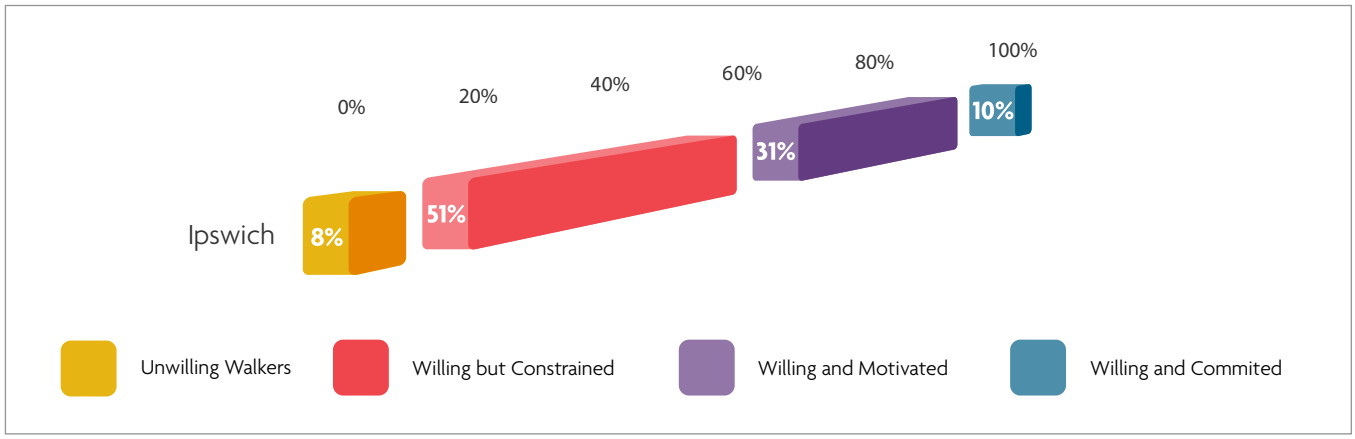
The results of the online community survey indicated that the majority of the respondents fall within the 'Willing but constrained' category type (i.e. 51% of Ipswich's walkers, of which 23% were non-walkers and of which 77% were current walkers).

This group indicated they were willing to walk more than they currently do. However, they had concerns with respect to safety and the quality of the walking environment. Constraints such as children, distances required to travel and lack of time were also cited as factors which influence these walkers and their decision to travel by foot.

Table 5: Categorisation of Ipswich's walkers[13]

Type	Characteristics
Willing and committed	Walk everywhere. Comfortable walking in most situations.
Willing and motivated	Comfortable walking in most situations, however somewhat less comfortable walking at night in areas with no lighting. These walkers may walk often for fitness and leisure.
Willing but constrained	Willing to walk more than they currently do but feel constrained by time or other priorities. Safety is a key concern and they are happier on designated paths (separated from cyclists) and do not feel comfortable walking at night in areas with no lighting.
Unwilling walkers	These walkers are unwilling to walk any more than they currently do.

Figure 3: Ipswich's walkers by type



Source: 2016 Community Survey

[13] Walkers 510 completed responses. N=259 'Willing but constrained' walkers (51%), of which 199 current walkers (77%) and 60 non-walkers (23%)

By analysing the responses of the online community survey, it has been possible to further define this group as it relates to Ipswich. A summary of the results of this analysis are provided in Table 6.

Table 6: Ipswich's 'Willing but constrained' walkers defined

Willing but Constrained Walkers	Ipswich's Current Walkers	Ipswich's Non-walkers
Current walk frequency	▪ Once or more per weekday/once per month	n/a
Main reason for walking	▪ Majority of current walkers walk for fun, social/leisure (recreation) and fitness (e.g. walking dog, walking with family) 1 to 4 times a week/everyday ▪ Of those who currently walk to work, most do so every weekday/1 to 4 times a week	▪ Factors deterring 'Willing but constrained' non-walkers from walking included (verbatim response) ▪ "Time constraints and also need to ferry children around" ▪ "Work from home" ▪ "Not enough shade, too many roaming dogs"
Main facility type*	▪ During daylight ▪ On footpaths of quiet residential streets ▪ Off road, on designated footpaths through parklands or alongside creeks/rivers (away from roads/ traffic) ▪ Off road, on designated footpaths along a major road (speed limit of 60kph or greater)	
Uncomfortable conditions*	▪ At night (no street lighting) ▪ At night (with street lighting) ▪ On quiet residential streets without any concrete footpaths ▪ On shared streets with traffic calming (e.g. speed humps, raised paving)	
Main concerns (barriers)	▪ 80% stated that there were no suitable paths where they would like to travel ▪ 34% stated that the distances between places they would like to go is too far to walk ▪ 31% stated that they require a motor vehicle before, during or after work ▪ 25% do not feel safe when walking	▪ 80% stated that the distances between places they would like to go is too far to walk ▪ 58% stated they require a motor vehicle before, during or after work ▪ 43% stated that there were no suitable paths between places they would like to travel ▪ 38% felt that the weather/climate was not suitable for walking ▪ 35% had nowhere to change and shower at their destination
Top three wants (enablers)*	▪ Continuity of the path network ▪ Smooth/well surfaced paths ▪ Separation from traffic	
Other wants	▪ Safe road crossings ▪ Lighting and visibility ▪ Attractive scenery	▪ Lighting and visibility ▪ Attractive scenery

Source: 2016 Community Survey

*Current and non-walkers prefer the same infrastructure, feel uncomfortable in same walking conditions and have the same top three wants.

Other influencing factors to walking in Ipswich for the 'Willing but constrained' walker which were captured from the survey (open response) included:

"Lighting at night. When the weather is cooler I do enjoy walking at night. There has been a few occasions where the lighting at the riverside park hasn't been working. It makes evening walking very uncomfortable. In saying that, I love the riverside redevelopment, and when it's not extremely hot I love taking advantage of the walking path up to the waterpark."

"More shade for the warmer months and designated footpaths."

"More extensive footpath network. Safe walks in attractive areas."

"More lit pathways for people who can't walk through the day/afternoon due to work."

ASPIRATIONS

VISION

iGO – The *City of Ipswich Transport Plan* outlined the following active transport policy focus areas for Ipswich:

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

Further building on these policy focus areas and the information provided in the online community survey, a vision was developed which portrays the key desired outcome for active transport in Ipswich.

This being:

Active transport in Ipswich is connected, convenient and comfortable.

OBJECTIVES

From this vision, a series of objectives for the *Active Transport Action Plan* were identified.

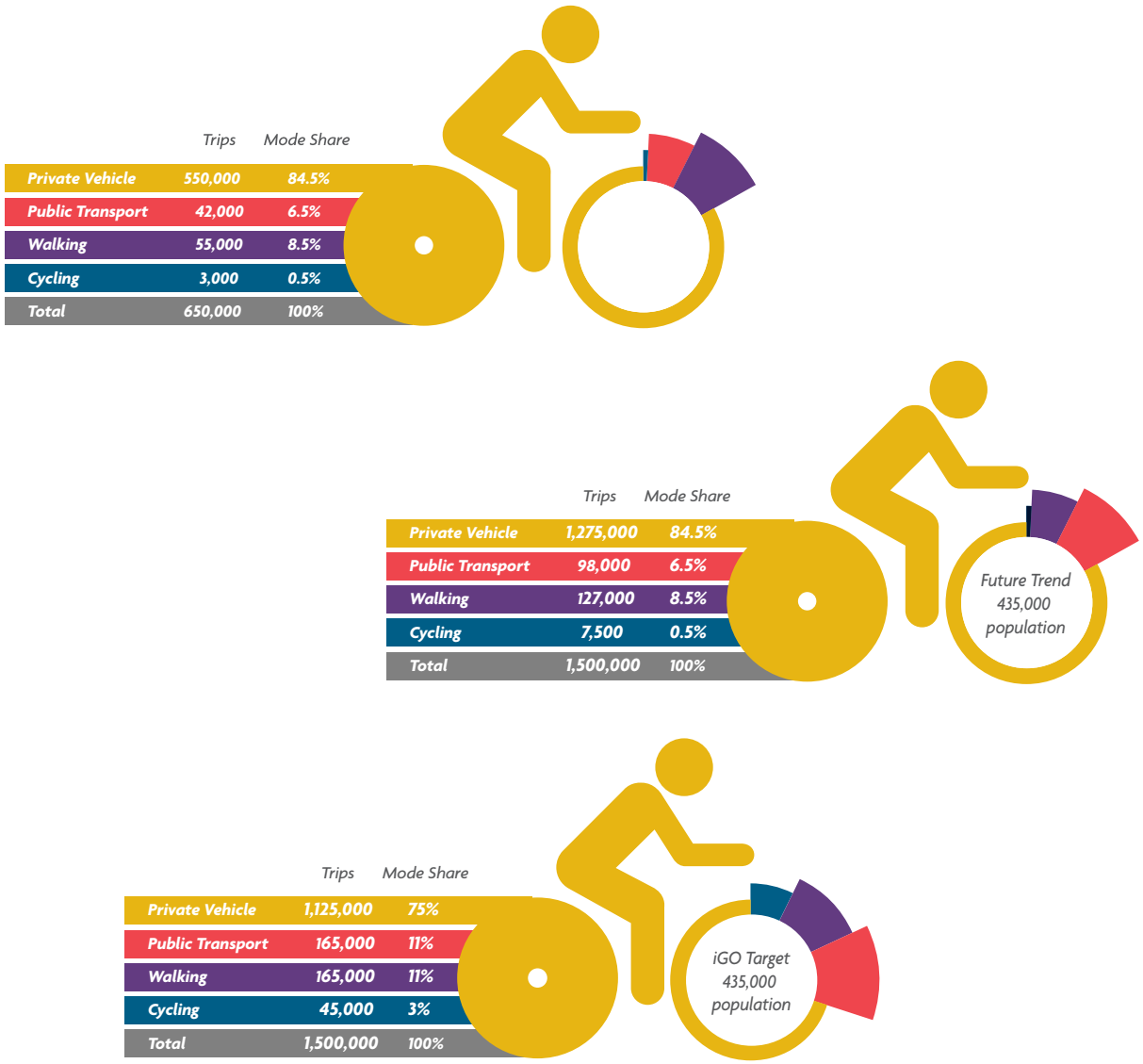
Table 7: Active Transport Action Plan Objectives

Policy: Building Quality Active Transport Networks	
Vision	**Objectives**
Connected	Create a safe, connected, effective and integrated active transport network which links major centres, education facilities and public transport nodes.
Convenient	Provide choice within the active transport network for different types of users to travel to their desired destinations.
Comfortable	Provide quality active transport infrastructure that is safe and attractive, considering the user experience and requirements.
Policy: Developing Supportive Active Transport Communities	
Vision	**Objectives**
Connected	Facilitate holistic active transport planning and delivery across Ipswich.
Convenient	Provide infrastructure and facilities which support the network and make active transport easy, including way finding, mid-trip facilities along active transport routes and end-of-trip facilities.
Comfortable	Make active transport comfortable, enjoyable and attractive for the people of Ipswich
Policy: Growing an Active Transport Culture	
Vision	**Objectives**
Connected	Seek, develop and maintain partnerships which will promote, facilitate and support active transport in Ipswich.
Convenient	Ensure active transport information and tools are easily accessible to the Ipswich community.
Comfortable	Continue to facilitate respect between road users and foster a culture of safe walking and cycling in Ipswich through educational, promotional and behavioural change programs.

TARGETS

iGO proposes mode share targets to meet its vision and objectives and address the significant increase in the number of trips on Ipswich's transport system. A key focus of the *Active Transport Action Plan* is to provide a realistic plan to achieve iGO's walk and cycle mode share targets and aspirations. Figure 4 provides further details of the active transport mode shares illustrating current, future trend and targets.

Figure 4: Mode Share Targets (Source: iGO)



PEDESTRIAN AND CYCLE NETWORK PLANS

NETWORK HIERARCHY

In order to develop an appropriate pedestrian and cycle network, a hierarchy system was developed to assist in defining standards and desirable management characteristics of the network. A summary of the cycle and pedestrian hierarchy categories is provided in Table 8.

Table 8: Cycle and Pedestrian Hierarchy

Cycle Hierarchy		
Category	**Function**	**Description**
Principal Route	Principal Transport	Connects major regional destinations and is the primary transport route between key attractors/destinations. Mostly utilises the Department of Transport and Main Roads Principal Cycle Network Plan routes for this category. Some key desirable management features of these routes include having limited interruptions (e.g. limited delays and road crossings), lighting for morning/ evening trips and where possible, separation from cars and if demand warrants, separation from pedestrians.
Secondary Route	Secondary Transport	Provides connection to principal routes (feeder route) and distributes cyclists to land use precincts/ generators. Some key desirable management features of these routes include lighting where demand warrants, bicycle lanes or shared paths.
Secondary Route	Secondary Recreation (Touring/ Training)	Provides connection to principal routes and caters for sporting, training or touring longer distance cyclists. Key desirable management features of these routes include road shoulders, sport training signage, management of squeeze points/hazardous locations.
Local Route	Local Transport	Provides connection to principal route or secondary route and serves as access to minor/local land use precincts or feeder routes from residential areas. Some key desirable management features of these routes include pavement markings (e.g. sharrows), shared paths or shared streets.
Pedestrian Hierarchy		
Category	**Function**	**Description**
Pedestrian Activity Streets	Place Function	Provides high quality access to adjacent commercial, retail and employment land uses in an activity centre. Comfort and amenity are a priority and some key desirable management features of these routes include wide paths on both sides of the road, pedestrian priority signal phasing at intersections timed to walking speeds, minimal vehicle crossing points where possible and paths protected from the elements at least continuous for one side of the street.
Pedestrian Transport Corridor	Movement Function	Key spines providing access to and between major destinations (centres, schools, bus/rail stations). Some key desirable management features of these routes include pedestrian signal phasing at intersections coordinated for reduced delays, intermittent shade and shelter (ideally street trees for majority of length), directional and distance signage.
Pedestrian Access Streets	Movement Function	High quality access streets surrounding major pedestrian generators (centres, schools, bus/rail stations). Some key desirable management features of these routes include pedestrian signal phasing at intersections coordinated for reduced delays, intermittent shade and shelter, reduced crossing distances via kerb build outs or pedestrian refuges, kerb/ pram ramps at all crossing points.

CYCLE NETWORK

A snapshot of the cycle network plans for Ipswich are shown in Map 1. The network plan has been developed taking into consideration the following:

- incorporation of the Principal Cycle Network Plan (developed in consultation with the Department of Transport and Main Roads) as the higher order network, including additional principal routes in the Springfield Central Town Centre as per the Springfield Town Centre Concept Plan;
- review of strategic priorities identified in iGO;
- review of existing network and deficiencies in network;
- evaluation of key generators and attractors;
- identification of opportunities and constraints;
- results of consultation from iGO and internal council workshops;
- analysis of user groups; and
- consideration of the traffic volumes, speeds, heavy vehicle routes, open space network and creek/ drainage corridors. This included review of council's Creek Corridor Plans for incorporation when forming a transport function.

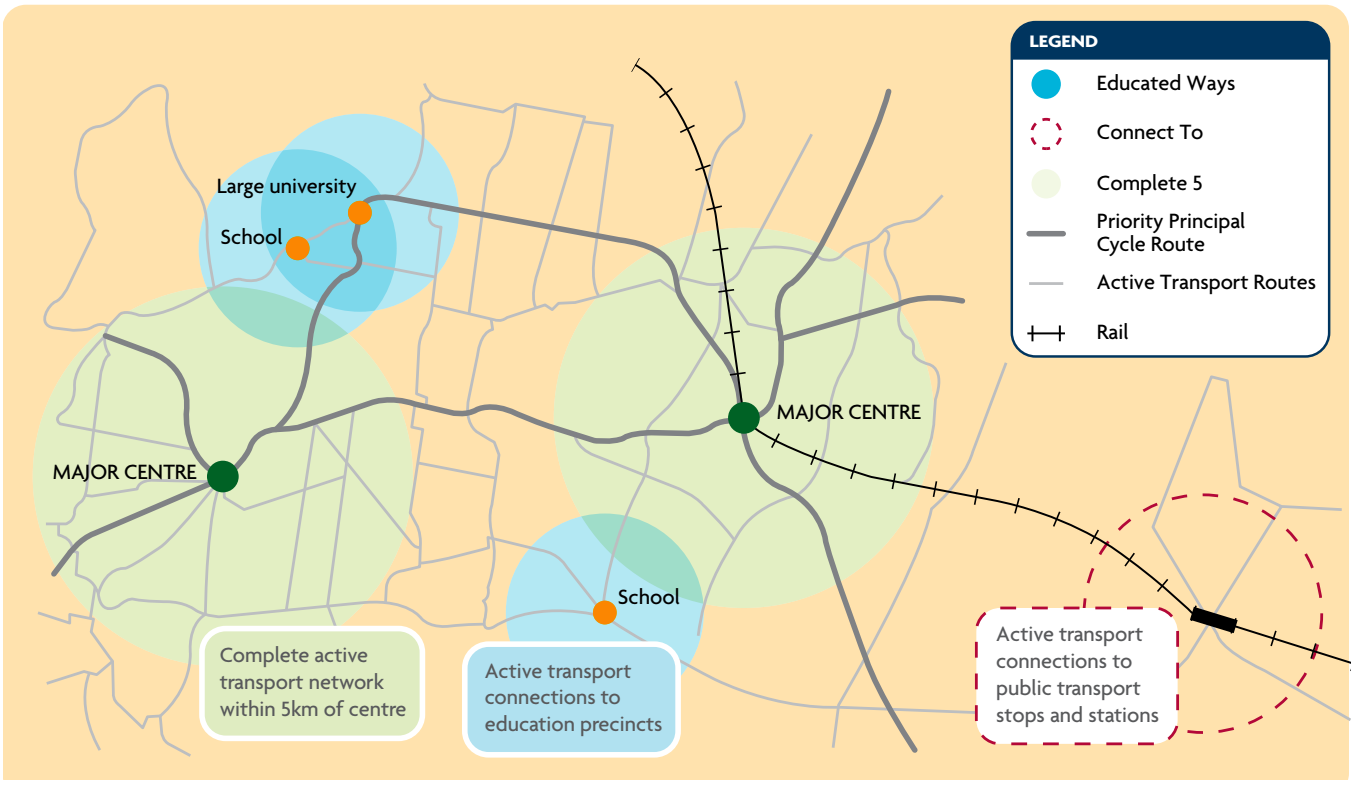
In order to develop a useful and connected cycling network, one of the key inputs was the attractors and generators with the plan aiming to connect these destinations via the cycle network. The key attractors and generators considered in the network plan were:

- Principal, Sub-regional, District and Neighbourhood Activity Centres;
- Rail and bus stations;
- Employment – business and industrial areas, hospitals, shopping centres;
- University and TAFES; and
- Primary and secondary schools.

Connecting these generators complement iGO, *Connecting SEQ 2031* and the *Queensland Cycle Strategy* priorities of completing an active transport network within 5km of activity centres, providing improved cycle access to major public transport stations and improving walk and cycle routes in the vicinity of educational facilities (refer Figure 5).

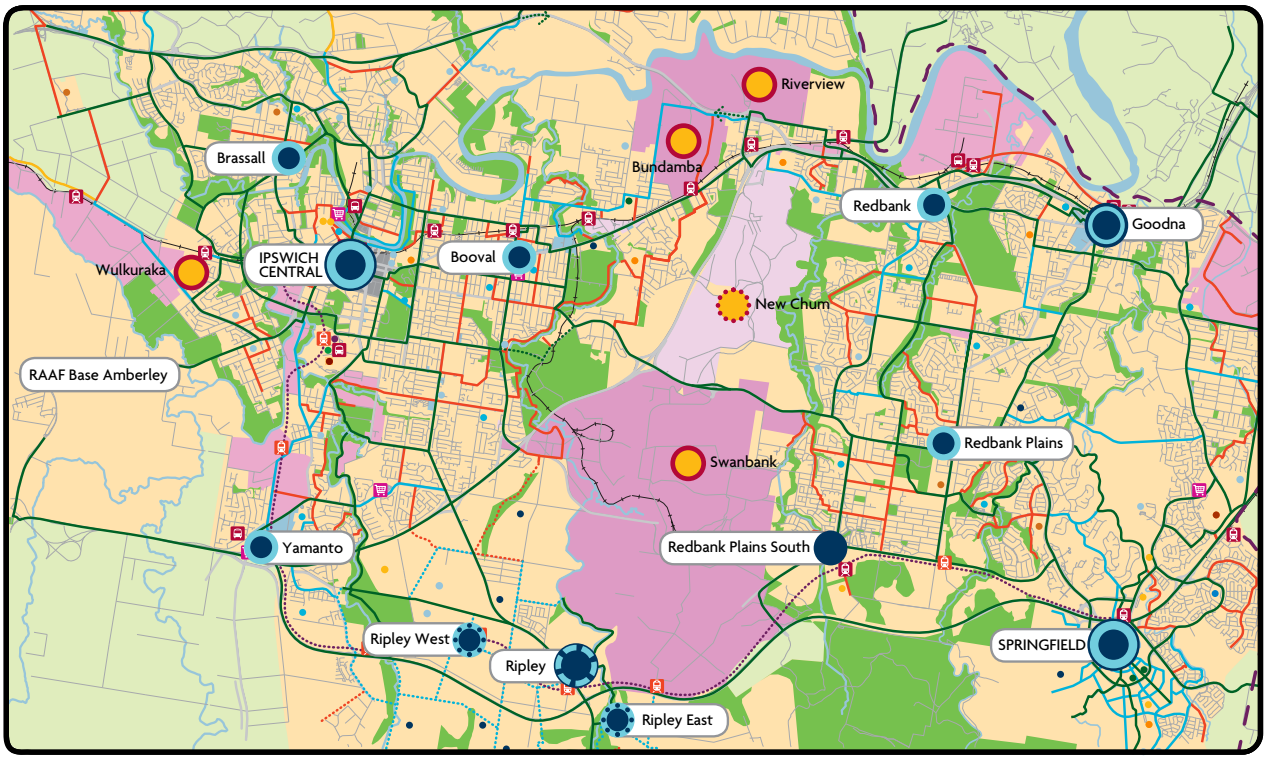
It is acknowledged that council needs to undertake future planning studies to identify the most appropriate treatment for each route identified in the cycle network given localised constraints.

Figure 5: Active transport focus areas (Source: Queensland Cycle Strategy 2011–2021)



Map 1

Moving Ipswich Forward Cycle Network Snapshot Map



LEGEND

EXISTING

- Principal Regional Activity Centre
- Sub-regional Activity Centre
- District Activity Centre
- Regional Business & Industry Locality
- Road
- Rail
- LGA Boundary
- Train Station
- Bus Station
- Shopping Centre
- CBD
- Business & Industry
- Commercial
- Recreation/ Conservation
- Rural
- Urban
- University/TAFE

PRIMARY SCHOOLS

- 34-500 students
- 501-1000 students
- 1001-1250 students

CYCLE LINKS*

- Principal Transport
- Principal Transport (future)
- Secondary Transport
- Secondary Transport (indicative)
- Secondary Recreation
- Local Transport
- Local Transport (indicative)

SECONDARY/ PREP-YEAR 12 SCHOOLS

- 153-500 students
- 501-1000 students
- 1001-1500 students
- 1501-1750 students

FUTURE

- Sub-regional Activity Centre
- District Activity Centre
- Main Street Activity Centre
- Regional Business & Industry Locality
- Future Business & Industry
- Future School
- Proposed Bridge Crossing
- Future Train Station
- Ipswich to Springfield Future Public Transport Corridor

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

Ipswich Central

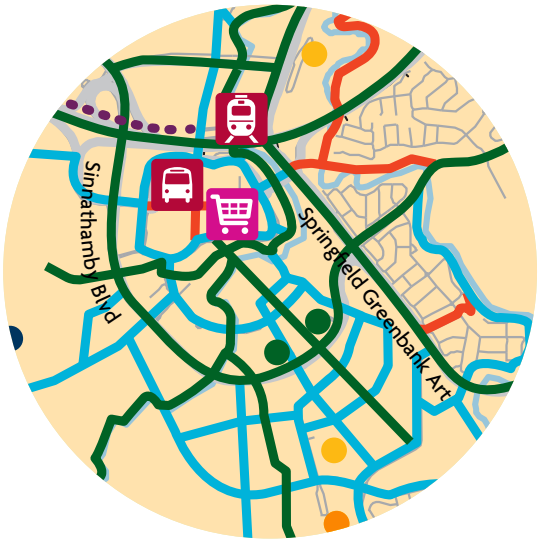
Booval

Brassall

Goodna

Redbank Plains

Springfield Town Centre



PEDESTRIAN NETWORK

Map 2 provides a snapshot of the pedestrian network plans for Ipswich. The pedestrian network was developed utilising a different methodology to the cycle network. Whilst it is acknowledged that ideally all streets and roads in the transport network should have footpaths on both sides to encourage people to walk wherever they desire, this cannot happen all at once due to budget constraints.

Council already have approximately 1,000kms of footpaths and shared paths in the local government area to form the walking network. A more targeted approach to expanding the network is required. This approach involves targeting major generators to extend the existing pedestrian network as follows:

- Within retail/commercial centres, provide higher quality pedestrian facilities with wider footpaths, as well as comfort and amenity improvements (Pedestrian Activity Streets);
- Provide pedestrian movement spines for access to the major retail/commercial centres from surrounding areas (between 1.2 to 3kms from middle of the centre) to allow people to walk into these centres, as well as connections between centres (Pedestrian Transport Spines); and
- Complete the footpath network as a minimum on one side of the road within 400m (5 minute walk) of key generators of retail/commercial centres, rail and major bus stations and primary, secondary and tertiary educational facilities (noting that paths should be provided on both sides of the road for a Collector street and above). Provide footpaths on both sides of roads within 1.2km of Principal and Sub-regional Activity Centres regardless of road classification as part of council's capital works program. Due to the proximity of many of these generators to each other, several of the 400m buffers are combined around centres and in denser urban areas (Pedestrian Access Streets).

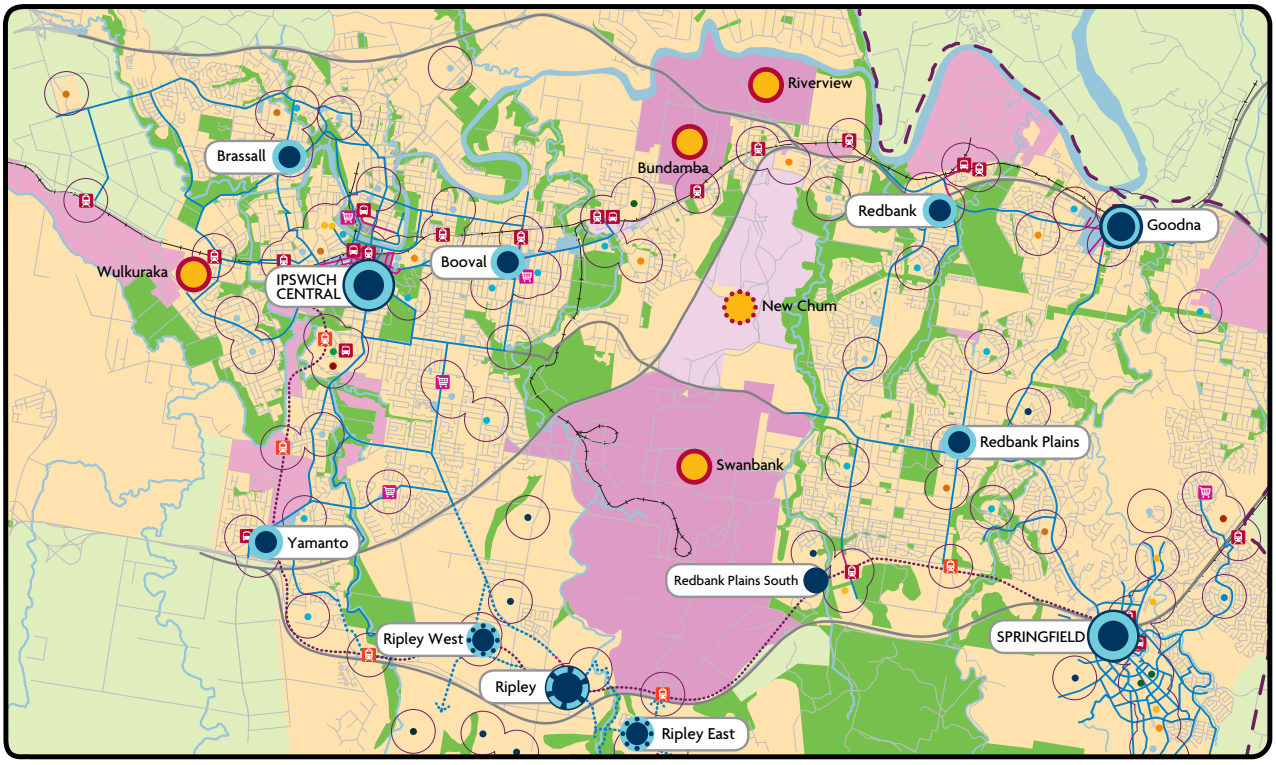
As council completes the network, the next step aims to provide as a minimum footpaths on one side of the road up to 800m (10 minute walk) from the key generators, followed by paths within a 1.2km buffer (15 minute walk). Consideration of footpaths on both sides of the road from key generators will be made after this, following the same 400m, 800m and 1.2km principle.

It is acknowledged that council needs to undertake future planning studies to identify the most appropriate treatment for each route identified in the pedestrian network given localised constraints.

The *Active Transport Action Plan* builds upon the direction proposed in iGO, expanding the actions to address opportunities and constraints as well as developing specific actions to deal with the barriers and enablers identified in the online community survey.

Map 2

Moving Ipswich Forward — Pedestrian Network Snapshot Map



LEGEND

EXISTING

- Principal Regional Activity Centre
- Sub-regional Activity Centre
- District Activity Centre
- Regional Business & Industry Locality
- Road
- Rail
- Shared Footpath + 2.5m wide
- Footpath - 2.5m wide
- Train Station
- Bus Station
- Shopping Centre

- CBD
- Business & Industry
- Commercial
- Recreation/ Conservation
- Rural
- Urban
- LGA Boundary
- University/TAFE

PRIMARY SCHOOLS

- 34-500 students
- 501-1000 students
- 1001-1250 students

PEDESTRIAN LINKS*

- Pedestrian Activity Street
- Pedestrian Activity Street (indicative)
- Pedestrian Transport Corridor
- Pedestrian Transport Corridor (indicative)
- Pedestrian Access Streets (400m Extents)

SECONDARY/ PREP-YEAR 12 SCHOOLS

- 153-500 students
- 501-1000 students
- 1001-1500 students
- 1501-1750 students

FUTURE

- Sub-regional Activity Centre
- District Activity Centre
- Main Street Activity Centre
- Regional Business & Industry Locality
- Future Business & Industry
- Future School
- Future Train Station
- Ipswich to Springfield Future Public Transport Corridor

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

Ipswich Central

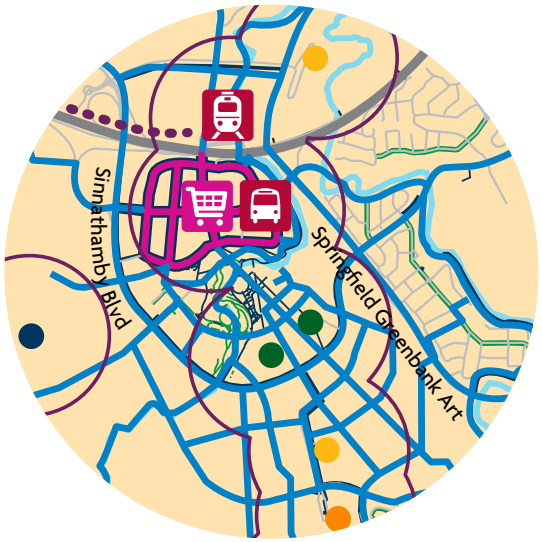
Booval

Brassall

Goodna

Redbank Plains

Springfield Town Centre



STRATEGY AND ACTIONS

POLICY: BUILDING QUALITY ACTIVE TRANSPORT NETWORKS

To achieve the objectives of a connected, convenient and comfortable walk and cycle network in Ipswich, it is important that in all infrastructure provisions, walking and cycling are seriously considered. Over time the quality of the pedestrian environment has been eroded, with roads used more intensively and often widened at the expense of pedestrian space. Traffic priority measures have dominated, even in areas mainly used by pedestrians.

To achieve a more balanced approach to the provision of facilities for a range of users, the following strategies and actions have been proposed (refer to Table 9). It is noted that these strategies and actions are aimed at addressing infrastructure projects which would occur as part of council's capital works program. Network infrastructure provided as part of new development (i.e. through development conditions) has not specifically been addressed in this table or in the network plans, though they can be used for guidance.

Table 9: Building Quality Active Transport Networks

Action number	Action	Timing
Strategy 1: Adopt and implement a direct, safe and connected cycle network plan to and within destinations in a timely manner		
1.1 (AT1 in iGO)	Prioritise and provide active transport connections within 5km of Principal and other major activity centres and within 3kms of schools to encourage walking and cycling trips.	Ongoing
1.2 (AT2 in iGO)	Develop a connected network of pedestrian and cycle paths surrounding train stations, bus stops and transport hubs. Prioritise the delivery of these works based upon consumer profiles, demands and frequency of service.	Ongoing
1.3 (AT3 in iGO)	Plan, prioritise, advocate and deliver strategic bikeway projects in Ipswich that form part of the Principal Cycle Network Plan.	Ongoing
1.4 (AT9 in iGO)	Undertake route and corridor studies (and if feasible, deliver) on strategic commuter bikeway corridors as outlined on Map 5 in iGO. This includes: ▪ Ipswich City Centre to the existing Brassall Bikeway via Riverlink Shopping Centre; ▪ Ipswich City Centre to Yamanto and Deebing Heights (with possible expansion to Flinders View and Ripley) via Deebing Creek ▪ Ipswich City Centre to existing RAAF bikeway ▪ Ipswich City Centre to Booval ▪ Extension of Goodna Creek Bikeway south from Gos Drive to Redbank Plains ▪ Springfield Central to Camira ▪ Springfield Central to Redbank Plains South	Short
1.5 (AT14 in iGO)	Develop a citywide Road Safety Strategy that will consider all road users. This should include analysis of historic data of incidents involving pedestrians and cyclists across the city to identify trends and safety issues. Develop a program of improvements to address these safety concerns.	Short

Strategy 2: Improve pedestrian connectivity to and within activity centres, public transport hubs, schools and local shops.		
2.1 (AT12 in iGO)	Identify and implement pedestrian priority zones in areas with high pedestrian activity such as the Ipswich City Centre, Springfield Central Town Centre, Goodna and Ripley Town Centre. This involves undertaking a review of signal timing and speed limits to prioritise pedestrian movements over vehicular movements.	Ongoing
2.2	Develop a pedestrian network program encompassing: ▪ Provision of footpaths on all streets within 400m (5 minute walk) of key generators of retail/ commercial centres, rail and bus stations and educational facilities (primary, secondary and tertiary facilities). Footpaths should be provided on both sides for Collector streets and above – (Pedestrian Access Streets); ▪ Provide pedestrian movement spines for access to the major retail/commercial centres from surrounding areas (between 1.2 to 3kms from middle of the centre) to allow people to walk into these centres, as well as connections between centres (Pedestrian Transport Corridors); ▪ Within retail/commercial centres, provide higher quality pedestrian facilities with wider footpaths, as well as comfort and amenity improvements (Pedestrian Activity Streets); and ▪ Provide short cuts mid block and through parks etc. wherever opportunities exist.	Ongoing and next planning scheme review
2.3	Develop and implement an investment program of crossing facilities such as kerb crossings, islands, kerb build-outs and platforms and intersection details to make crossing the road easier (such as reduced delays, 90 degree kerb radii and removal of free left turns) targeting Pedestrian Access Streets, Pedestrian Activity Streets and Pedestrian Transport Corridors as a priority.	Ongoing
2.4	Review parking policy in activity centres to encourage mode shift (e.g. demand managed supply and pricing) and investigate using revenue from parking for active transport improvements in a centre (in coordination with Parking Actions in iGO).	Short and next planning scheme review
Strategy 3: Develop best practice infrastructure solutions to walking and cycling		
3.1	Adopt a 'Link and Place' hierarchy (from council's Streetscape Manual), where pedestrians are placed first, cyclists second and the private motor vehicle is placed last in urban centres and utilise in all planning and design undertaken in the city. Undertake trial of concept and test ability of the planning scheme to incorporate at the next review.	Short and next planning scheme review
3.2 (AT13 in iGO)	Identify locations where pedestrian and cyclist priority should be given over vehicular movements along strategic active transport routes. Prepare a suite of treatments for these locations and identify criteria to be considered when implementing these treatments.	Short. Coordinate with Action 1.4
3.3	Review ICC Standard Drawings to incorporate revised pedestrian and cycle standards.	Short and next planning scheme review
3.4	Trial and measure 'pop up' pedestrian and cycle infrastructure (e.g. pedestrian squares, protected bike lanes, lunch time street closure in activity centre) and tie with community events to gather feedback and interest.	Signature Project
3.5	Develop a program which trials innovative solutions (e.g. protected bike lanes, countdown systems at pedestrian traffic signals, scramble pedestrian crossings, cycle crossing areas at traffic signals, bicycle boulevards).	Ongoing
3.6	Design to reduce crime both for walking and cycling routes and spaces without making walking and cycling less convenient. Work with police to develop other strategies to reduce crime along pathways.	Ongoing
Strategy 4: Undertake regular maintenance of the walk and cycle network		
4.1	Incorporate maintenance of walk and cycle facilities as part of existing maintenance programs.	Short
4.2	Undertake an audit of existing walk and cycle facilities and identify quick fix maintenance works to make an immediate improvement to the network.	Medium

POLICY: DEVELOPING SUPPORTIVE ACTIVE TRANSPORT COMMUNITIES

The built environment and urban form relates to how settlements are designed and structured. The built environment is a key consideration for the *Active Transport Action Plan* as it affects the need to travel and the attractiveness of walking and cycling. People are more likely to choose to walk or cycle if the environment is convenient, safe and pleasant, with direct routes that minimise travel time.

Table 10 below details the strategies and actions proposed to achieve this iGO policy area, *Active Transport Action Plan* vision and objectives. It is noted that these strategies and actions are aimed at addressing both infrastructure projects which would occur as part of council's capital works program and supporting facilities which can be provided as part of new development (i.e. through development conditions).

Table 10: Developing Supportive Active Transport Communities

Action number	Action	Timing
Strategy 5: Provide end of trip facilities to support the pedestrian and cycle network in convenient and visible locations		
5.1 (AT4 in iGO)	Plan, advocate and deliver end of trip 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 cages for all day commuter parking, bicycle racks for shorter term parking).	Ongoing and next planning scheme review
5.2 (AT10 in iGO)	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.).	Next planning scheme review
5.3 (AT15 in iGO)	Identify and implement key locations within Principal Activity Centres for public end of trip facility centres including secure bicycle parking, showers, change rooms and lockers. Identify opportunities to partner with the private sector to construct and operate these facilities.	Medium
Strategy 6: Develop a user friendly and attractive pedestrian and cycle network by providing supporting infrastructure.		
6.1 (AT12 in iGO)	Develop, advocate and implement a Way Finding Strategy (incorporating design standards) focused around railway stations, other key public transport hubs and activity centres.	Signature Project
6.2	Where possible incorporate non-deciduous shade trees along pedestrian and cycle paths. Appropriate tree species should be provided where the roots will not impact on the paving and there are no significant leaves or fruit droppings onto the pavement. Coordinate/ integrate with other council activities (e.g. precinct planning) where possible or develop a Shadeways Program.	Signature Project
6.3	Develop and implement a program to provide mid trip facilities along key pedestrian and cycle routes such as seating, drinking fountains, toilets, lighting, rest areas, shade or shelter.	Ongoing
6.4	Ensure appropriate regulatory and guidance signage is provided on all existing and proposed walk and cycle facilities. Include directional and separation line marking on shared paths where usage is high.	Ongoing
6.5	Develop principles for lighting bikeways taking into consideration user demands, safety and cost efficiencies and then implement a program for lighting of paths.	Ongoing

Action number	Action	Timing
Strategy 7: Ensure planning scheme requirements support and facilitate walking and cycling friendly development, where priority access to and through is given to these users over the car		
7.1 (LU3 in iGO)	Promote and support the 'smart growth/complete communities' urban model in greenfield growth areas: ▪ EAST: Augustine Heights, Bellbird Park, Brookwater, Collingwood Park, Redbank Plains (South), Springfield and Springfield Lakes ▪ SOUTH: Deebing Heights, Ripley, South Ripley and Yamanto ▪ NORTH & WEST: Brassall (North west), Rosewood, Thagoona and Walloon	Ongoing and next planning scheme review
7.2 (LU4 in iGO)	Promote compact, mixed use developments within 400–800 metres of the following public transport nodes: ▪ Ipswich Railway Station ▪ East Ipswich Railway Station ▪ Booval Railway Station ▪ Bundamba Railway Station (northern side) ▪ Ebbw Vale Railway Station (southern side) ▪ Riverview Railway Station ▪ Redbank Railway Station (southern side) ▪ Goodna Railway Station ▪ Rosewood Railway Station ▪ Walloon Railway Station ▪ Wulkuraka Railway Station ▪ Thomas Street Railway Station ▪ Springfield Railway Station ▪ Springfield Central Railway Station ▪ School Road Redbank Plans Railway Station (future) ▪ Ripley Town Centre line haul public transport node (future) ▪ Ripley East District Activity Centre line haul public transport node (future) ▪ Ripley West District Activity Centre line haul public transport node (future) ▪ Yamanto District Activity Centre line haul public transport node (future) ▪ South Ipswich/University line haul public transport node (future) ▪ West Ipswich line haul public transport node (future)	Ongoing and next planning scheme review
7.3 (LU6 in iGO)	Apply quality urban design principles to make public spaces attractive to users and prioritise sustainable forms of transport over the private vehicle.	Ongoing
7.4 (LU7 in iGO)	Consider and plan for all transport modes in council's capital works and strategic land use planning projects.	Ongoing
7.5 (LU10 in iGO)	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.	Medium
7.6 (LU11 in iGO)	In the next revision of the Ipswich Planning Scheme, focus on promoting development which support walking, cycling and use of public transport.	Next planning scheme review
7.7	Council to lead by example and implement high quality facilities in any new development it undertakes, going above and beyond the requirements of its planning scheme to highlight worlds' best practice.	Ongoing

POLICY: GROWING AN ACTIVE TRANSPORT CULTURE

Just building infrastructure is only one part of getting more people walking and cycling. Promoting and encouraging people to use the infrastructure and making sure they use it correctly, safely and respectfully is also important.

Below, Table 11 details the strategies and actions proposed to achieve this iGO policy area, *Active Transport Action Plan* vision and objectives.

Table 11: Growing An Active Transport Culture

Action number	Action	Timing
Strategy 8: Promote increased walking and cycling to encourage behavioural and cultural change, coordinating with existing marketing and community programs already delivered by council where possible.		
8.1 (AT6 in iGO)	Plan and implement in conjunction with key stakeholders events and initiatives to promote and encourage active transport (i.e. street festivals, bicycle skills and maintenance workshops, Ride to Work and Walk to Work Days).	Medium
8.2	Undertake 'Active Towns' style program (involving infrastructure and promotion) in the priority neighbourhoods of: ▪ Brassall and North Ipswich (coordinating with the delivery of Brassall Bikeway); ▪ Redbank/Redbank Plains/Redbank Plains South/Collingwood Park/Augustine Heights (coordinating with the delivery of Goodna Creek Bikeway); ▪ Deebing Heights/ Yamanto/ Flinders View/One Mile and Churchill (coordinating with the delivery of Deebing Creek Bikeway); and ▪ City Centre and surrounding suburbs including North Ipswich, East Ipswich, Woodend, Coalfalls and West Ipswich.	Signature Project
8.3	Promote the opening of new walking and cycling infrastructure through events, maps, media and other effective mechanisms to ensure they receive maximum use (e.g. Brassall Bikeway).	Short
8.4	Develop a program that targets walking and cycling to the rail/bus stations in the local government area. Program should examine walk/cycle infrastructure available, ensure there is secure bike parking, provide wayfinding signage as well as undertake encouragement activities.	Medium
8.5 (AT16 in iGO)	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 (see below).	Medium
8.6	Prepare and deliver a Green Travel Plan for all of Ipswich City Council offices and utilise as a case study to deliver similar plans for other businesses.	Short
8.7	Prepare and implement a Social Media Strategy to promote and inform the community on walking and cycling and to start community conversations on relevant issues.	Signature Project

Strategy 9: Educate the community on the walk and cycle network, how to use it safely and how to respect those who use it.		
9.1	Provide information on safe walk and cycle practices and existing walk and cycle maps via local information brochures to be made available at community information locations in the city (e.g. public libraries) and on council's website. Incorporate education material on road rules, rules and etiquettes on sharing pathways and sharing the road. This should include existing infrastructure maps and suggestions for rides, links to community groups holding rides, etc. Incorporate a Calendar of Events on the website.	Signature Project
9.2	Develop a smartphone and website app which enables users to choose routes to walk and cycle in the city, based on a number of varying factors (e.g grade, availability of paths, traffic volumes. Similar to ridethecity.com). It could also integrate with the Translink journey planner app and include information such as distance and time it will take, calories lost and carbon saved.	Signature Project
9.3	Continue to support BikeEd programs to all Year 4 students in Ipswich local government area schools by providing information and encouragement to incorporate as part of school's regular curriculum.	Ongoing
9.4	Expand community education workshops to educate users and install confidence when walking or cycling including (but not limited to): ▪ Bicycle Skills and Maintenance workshops; and ▪ Other community education workshops such as Females Cycling, Become Better Road Cyclists, Community Self Defence. Work with local community groups to help deliver these workshops (e.g. local bike shop to deliver a bike maintenance course.).	Medium
9.5	Prepare and deliver 'Share the Pathway' and 'Share the Roadway' campaigns, including (but not limited to): ▪ Information pamphlets and bumper stickers for distribution at community events, customer service centres and libraries; ▪ Advertising campaign to be run annually including newspaper and bus advertisements; and ▪ Implement 'Stay Wider of the Rider' program.	Short
Strategy 10: Encourage more children to walk and cycle to school in Ipswich		
10.1 (AT7 in iGO)	Continue to develop and grow the Ipswich Healthy Active School Travel (HAST) Program and other school based programs (i.e. walking/cycling bus) which promote children travelling to and from school via safe active transport modes. Examples of improvements could include: ▪ Increase the annual number of schools participating in active travel events each year; ▪ Prepare an online school portal on council's website which contains resources, relevant information, input surveys etc; ▪ Investigate holding competitions and challenges between participating schools to further promote the program; ▪ Continue to monitor travel behaviour change at participating schools and actively evaluate results to ensure greatest travel change is occurring. Promote positive results; ▪ Expand the Active and Safe Schools Mapping for schools beyond those participating in HAST; and ▪ Investigate extending the program to high schools (specifically Year 7–8).	Ongoing

DELIVERY

The iGO *Active Transport Action Plan* proposes a comprehensive plan to encourage more people to use active transport. However, council cannot undertake all the actions at once. As a result, a prioritisation process has been developed to assist council in deciding what to do first.

The priority actions need to deliver value for money, as well as being the first steps towards encouraging more people to walk and cycle in Ipswich.

Separate prioritisation methods were developed for the cycle network plan, the pedestrian network plan and the actions.

CYCLE NETWORK PRIORITIES

The Principal Cycle Network Plan (PCNP) routes were identified as the most important to construct with regards to the cycle network plan prioritisation, therefore creating a base arterial cycle network for Ipswich. Key links recognised as a very high priority include:

- Deebing Creek Bikeway – Ipswich Central to Yamanto/ Ripley (via South St, Thorn St and the Deebing Creek corridor);
- Brassall Bikeway (Stage 6) – Ipswich Central to North Ipswich;
- Glebe Rd – Ipswich Central to Booval;
- Bradfield Bridge Links – Integration with the Ipswich Mall redevelopment and other inner city connections;
- RAAF Base Amberley – Southern Amberley Rd;
- Goodna Creek Bikeway – Collingwood Park to Redbank Plains;
- 'Western Ipswich Link' – Ipswich Central to Leichardt (via Roderick St, Omar St and Old Toowoomba Rd)
- Brassall Bikeway (Stage 5) – Brassall to Karrabin;
- South St – East St to Ellenborough St; and
- Bremer St – Olga St to Ellenborough St.

PEDESTRIAN NETWORK PRIORITIES

The prioritisation process for the pedestrian network plan was undertaken on an area basis. Separate criteria were developed for each of the major proposed pedestrian generators identified in the pedestrian network plan. The following summarises the very high priorities for each of the pedestrian generator types:

Activity Centres

- Ipswich Central;
- Booval; and
- Brassall.

Public Transport Nodes

- Ipswich Central Rail Station and Bus Station;
- Riverlink Bus Station;
- Goodna Rail Station and Bus Station; and
- Booval Rail and Bus Station.

Schools

- Woodcrest State College;
- Redbank Plains State High School;
- Springfield Lakes State School;
- Westside Christian School;
- Kruger State School;
- Raceview State School;
- Ipswich Grammar School;
- St Edmund's College;
- St Augustine's College; and
- Springfield Central State High School.

ACTION PLAN PRIORITIES

The actions in the *Active Transport Action Plan* were ranked (based on the plan objectives, the online community survey results and best practice) as Very High to Low, with Signature Projects identified as the highest priority. The signature projects include:

Building Quality Active Transport Networks

- **Actions 1.1–1.4 and 2.1–2.2** – Planning, design and construction of the cycle and pedestrian networks as per the identified network priorities.
- **Action 3.4** – Trial and measure 'pop up' pedestrian and cycle infrastructure (e.g. pedestrian squares, protected bike lanes, lunch time street closure in activity centre) and tie with community events to gather feedback and interest.

Developing Supportive Active Transport Communities

- **Action 6.1** – Develop, advocate and implement a Way Finding Strategy (incorporating design standards) focused around railway stations, other key public transport hubs and activity centres.
- **Action 6.2** – Where possible incorporate non-deciduous shade trees along pedestrian and cycle paths. Appropriate tree species should be provided where the roots will not impact on the paving and there are no significant leaves or fruit droppings onto the pavement. Coordinate/ integrate with other council activities (e.g. precinct planning) where possible or develop a Shadeways Program.

Growing An Active Transport Culture

- **Action 8.2** – Undertake an 'Active Towns' style program (involving infrastructure and promotion) in the priority neighbourhoods of;
  - Brassall/North Ipswich (with the Brassall Bikeway);
  - Redbank Plains, Collingwood Park and adjacent suburbs (with the Goodna Creek Bikeway);
  - Yamanto and other southern suburbs (with the Deebing Creek Bikeway); and
  - Ipswich City Centre and surrounding inner suburbs.
- **Action 8.7** – Prepare and implement a Social Media Strategy to promote and inform the community on walking and cycling and to start community conversations on relevant issues.
- **Action 9.1** – Provide information on safe walk and cycle practices and existing walk and cycle maps via local information brochures to be made available at community information locations in the city (e.g. public libraries) and on council's website.
- **Action 9.2** – Develop a smartphone and website app which enables users to choose routes to walk and cycle in the city, based on a number of varying factors (e.g grade, availability of paths, traffic volumes. Similar to ridethecity.com). It could also integrate with the Translink journey planner app and include information such as distance and time it will take, calories lost and carbon saved.

FUNDING

In order to get more people walking and cycling, council need to continue to build a network which safely connects people to where they want to go. The proposed network has not been costed as part of this project, though it is acknowledged that to develop the network in a timely manner council will need to look at focusing more investment on active transport.

There are various opportunities for council to offset their active transport expenditure and one of the main forms is via grants.

The Department of Transport and Main Roads Local Government Cycle Network Grants program is the main source of grant funding for cycling projects at present and can be utilised to implement the Principal Cycle Network Plan routes.

Further, there are other grant programs which council could apply for infrastructure funding on and also educational and promotional activities. Funding and resource partnerships with other authorities/ organisations/local businesses (e.g. Bicycle Queensland, Diabetes Qld, Local Government Association of Queensland, National Heart Foundation of Australia etc.) can also be investigated.

MONITORING AND REVIEW

It is important to monitor travel change to ensure the *Active Transport Action Plan* is achieving council's vision and objectives. Regular monitoring will enable council to fine tune the *Active Transport Action Plan* to ensure maximum results and efficiencies.

The monitoring and review framework will look to include the following:

- Regular data collection and analysis on active transport behaviour; and
- Action Plan review to track progress against actions and targets.

City of Ipswich Transport Plan

City of Ipswich

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