

2021

City of Ipswich

Recreational Cycling and Walking Action Plan

DRAFT





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1.0 EXECUTIVE SUMMARY

BACKGROUND

The Recreational Cycling and Walking Action Plan (RCWAP) is an outcome of the Active Ipswich Strategy 2031 (AIS2031). Action Plans are essential in working towards the goals and objectives of strategies and are central to the identification of Ipswich City Council's operational and capital projects. Ipswich City Council developed the RCWAP as a commitment to increase participation in recreational cycling and walking to support health and wellbeing outcomes.

KEY FINDINGS FROM COMMUNITY ENGAGEMENT

The community were directly engaged on Shape Your Ipswich – a survey and open comment tool. Shape your Ipswich received 627 contributions from community members between March and April 2021. Community members could provide feedback answering survey questions (123 participants), leave a pin and comment on an interactive mapping tool (456 contributions) or leave their response to the question: What is the most important factor that would influence your decision to walk or cycle for recreation? (50 contributions).

Walking Community

A review of the community engagement data indicates the following themes are of importance to the Ipswich walking community:

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

Cycling Community

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

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

Non-walkers and non-cyclists

- The following themes are of importance to these Ipswich non-walkers and non-cyclists:
- A need for safety: from traffic, roaming dogs and crime
- More lighting and visibility along pathways
- Attractive scenery and popularity of a place

Actions

Actions were developed and organised under the Aims and Objectives

Aim 1: Building a connected, sustainable, and safe recreational cycling and walking network.

- Create a connected, sustainable, and integrated network
- Provide comfortable and attractive walking routes
- Walking and cycling environments should adhere to the principles of inclusive design
- Provide quality cycling and walking infrastructure that is inviting to pass through or spend time in

Aim 2: Planning and developing supportive cycling and walking communities and growing a positive cycling and walking culture.

- Our strategic planning prepares us for the city's rapid growth and expansion of infrastructure networks
- Deliver educational walking and cycling programs and activities
- Seek, develop, and maintain partnerships that will promote, facilitate and support recreational walking and cycling in Ipswich
- Foster a culture of safe walking and cycling in Ipswich

Prioritisation

To inform council's prioritization in investment, a sensitivity analysis was undertaken to give an indication in which Statistical Area - levels 2 (SA2) the value for money for investment in walking and cycling infrastructure projects would be the highest. For this analysis, results from population growth predictions, the Analysis of Sport, Recreation and Physical Activity Levels and Trends report and the RCWAP survey were used to calculate a priority score for the need for improvements in walking and cycle facilities for each SA2.

2.0 INTRODUCTION

The City of Ipswich Local Government Area (LGA) and South East Queensland (SEQ) have sustained population growth for several decades and current population forecasts project this trend to continue until at least 2041. In 2021, the City of Ipswich was home to 246,090 residents. There is potential for the population of the LGA to more than double over the next two decades, reaching approximately 557,000¹. As a result, increased pressure is expected to be placed on existing public open space land, sport and recreation facilities, and programs and services supporting participation in sport, recreation, and physical activity. It is expected that the demand for walking and cycling infrastructure will grow in line with population increases.

Ipswich City Council has developed the RCWAP to establish the appropriate level of service required by the community over the next 10 years. By understanding the level of service required, the council can promote more effective planning and provide the evidence to support Federal and State grant funding applications for any required investment.

2.1 WHAT IS RECREATIONAL WALKING?

Recreational walking can simply be an unorganised meander around a local park or trail for relaxation or a daily program of several kilometres that is undertaken for health reasons. Organized non-competitive walking is extremely popular for the relaxation and exercises it offers. Walking for recreation or fitness differs from hiking by its shorter distances, less challenging settings, and the lack of need for specialised equipment.

Walking is the preferred exercise for a significant segment of the population of Ipswich.

Fitness walking is an ideal form of exercise for seniors and others who need to exercise but prefer a gentler means of doing so.

2.2 WHAT IS RECREATIONAL CYCLING?

There are many forms of recreational cycling. It can be an activity for the whole family to explore the neighbourhood for leisure. Or it can be an organised long-distance ride for exercise. Other forms of recreational cycling are bicycle touring for sightseeing or mountain biking.

The physical exercise gained from cycling is generally associated with an increase in health and well-being. Bikes are often used by people who want to improve their fitness and cardiovascular health.

2.3 RECREATIONAL CYCLING AND WALKING TYPES

Recreational walkers and bicycle riders enjoy walking and cycling activities such as jogging, running, trail biking and dog exercise for recreation and fitness. The peak time for recreational activities is at weekends, early morning and late afternoon/early evening. Participants prefer flat to moderate grades with a focus on support facilities along major routes (e.g. path lighting, drinking water, rest stops, seating). Desirable settings would be off-road paths with good scenic amenities and linked to recreational destinations. Circuits and loops are popular in residential neighbourhoods via the local road network.

Walking and cycling for fitness

Fitness walking or cycling refers to the type of walking/ cycling that produces health and fitness benefits. To be a fitness walker or cyclist, walks/rides should be briskly enough, long enough, and often enough to produce the desirable health and fitness benefits.

Bushwalkers and hikers

Bushwalking and hiking occur primarily on unsealed roads or tracks in natural environments. There is a range of skill levels – from novices to competitive hikers. A bushwalk might be a walk along a trail through urban parks or bushland near where you live, or it could be a full day walk to a national park or reserve. Participants undertake it for recreation and exercise.

Mountain bikers

Mountain biking is a sport of riding bicycles off-road, often over rough terrain, usually using specially designed mountain bikes.. Mountain bikers ride on dedicated tracks with specific criteria. Hence mountain biking requires a separate action plan to be developed, and as a result, mountain biking is not within the scope of this Action Plan.

Trail or mountain running

Trail running combines running and, where there are steep gradients, hiking. Trail running normally takes place on good paths or tracks that are relatively easy to follow and does not necessarily involve the significant amounts of ascent or need for navigating skills.

Elderly and disabled persons

The elderly and disabled are mostly pedestrians using off-road paths for pleasure, fitness and potentially utility trips over relatively short distances close to home. They require good access to pleasant recreational circuits and community destinations (e.g. shops, medical facilities, public transport nodes.) Paths to have acceptable grades and widths, good surface quality, safe crossing points and support facilities (e.g. rest stops, shaded seating.) Special mobility walking aids and manual and powers wheelchairs require wide sealed paths with flat grades and firm, consistent surface, free of steps and obstructions, lipless kerbs and ramps, good lines of sight, tactile paving, audible warnings at crossings and handrails. It is expected that the use of wheelchairs and mobility scooters increases as the population ages.

Other wheeled recreation devices

Local paths will be used by a range of other non-motorised modes, such as parents with prams. Wheeled recreation devices (e.g. roller blades, skateboards, scooters) are becoming an increasingly popular mode of transport for school children.

School children

School children are typically an unsupervised and vulnerable group. These young pedestrians and cyclists of varying ages and skill levels prefer paths separated from traffic, in quiet local streets and with low traffic volumes. These groups are considered but are not a focus for the Recreational Cycling and Walking Action Plan. Specific treatments for these users have been considered as part of the Active Transport Action Plan.

Commuter and utility users

Commuter cyclists prefer direct and efficient routes and often cycle on main roads. Commuter pedestrians tend to travel much shorter distances to the same destinations using off-road paths. Utility cyclists and pedestrians also use the network for trips to shops, public transport nodes and community facilities. These groups are considered but are not a focus for the Recreational Cycling and Walking Action Plan. Specific treatments for these users have been considered as part of the iGO Active Transport Action Plan.

3.0 STRATEGIC DIRECTION

3.1. DOCUMENT HIERARCHY

The integrated planning and reporting framework guides corporate planning for Ipswich City Council. This framework identifies three stages for annual, medium-term and long-term plans to guide the council's vision, aims and objectives. The Recreational Cycling and Walking Action Plan is an outcome of the Active Ipswich Strategy 2031. Action Plans are essential in working towards the goals and objectives of strategies and are central to the identification of operational and capital projects.

The Active Ipswich Strategy 2031

The Active Ipswich Strategy is council's ten-year (2021 – 2031) strategy to improve health and wellbeing by creating a more active city. AIS2031 aims to improve participation in and to increase opportunities for physical activity in Ipswich. This strategy provides council with clear and focussed strategic direction, meaningful goals and targeted actions for the planning, management and provision of open space land, infrastructure and recreational services and programs in response to the growth and demands of Ipswich and its community.

iGO Active Transport Action Plan

The RCWAP builds upon the iGO Active Transport Action Plan 2018 (ATAP) by focusing on recreational walking and cycling in open space. The 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.

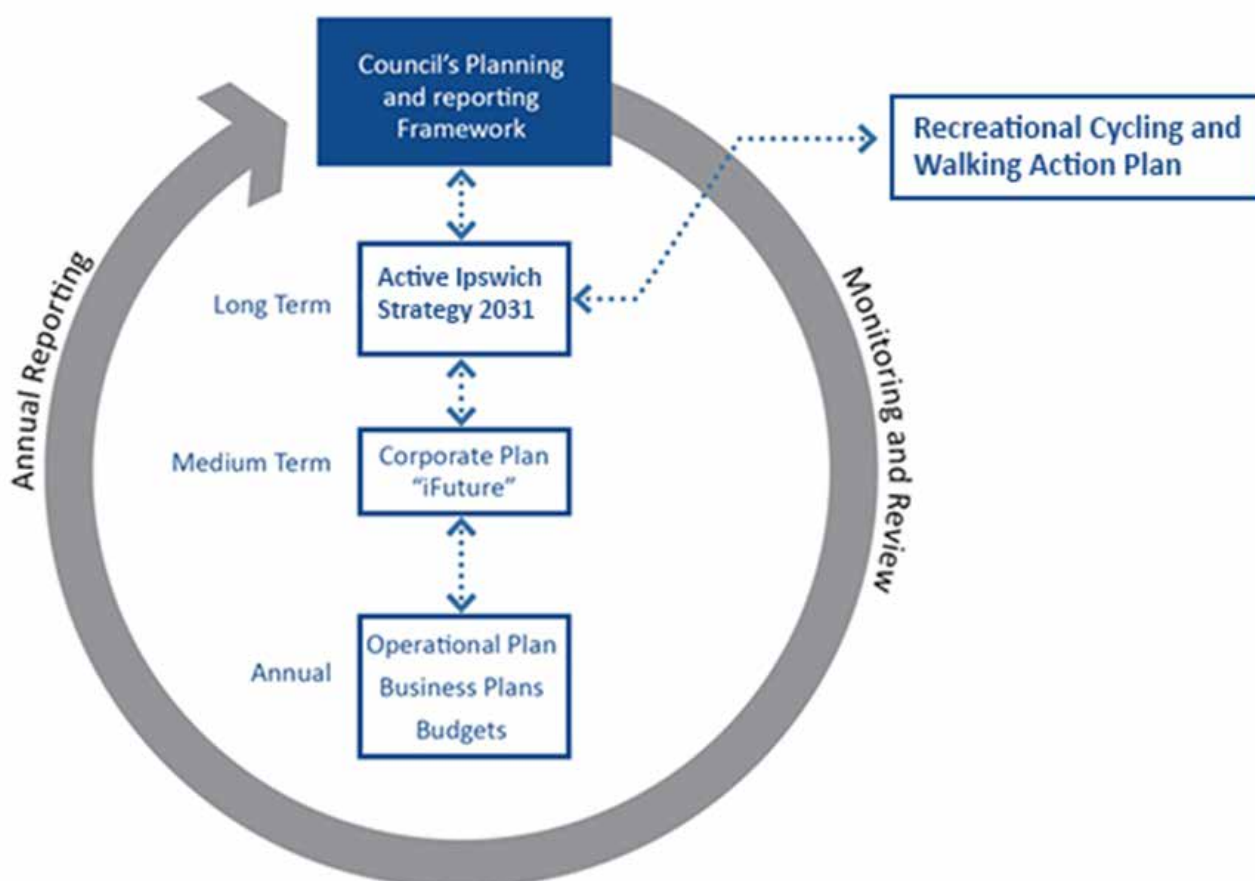
ATAP's goals are to build a quality active transport network, develop supportive active transport communities and to grow an active transport culture. ATAP's strategies are to:

- Adopt and implement a direct, safe and connected cycle network plan to and within destinations
- Improve pedestrian connectivity to and within activity centres, public transport hubs, schools and local shops.

3.2 VISION

Ipswich City Council is creating a connected, sustainable and safe recreational cycling and walking network where people embrace walking and cycling as part of their active recreation or relaxation time with family and loved ones. This network is planned to be comfortable and accessible and provides for healthy and liveable communities for the people of Ipswich.

Figure 1: The role of the RCWAP within council's Integrated Planning and Reporting Framework



3.3 OBJECTIVES

Table 1: RCWAP objectives

1. AIM: BUILDING A CONNECTED, SUSTAINABLE AND SAFE RECREATIONAL CYCLING AND WALKING NETWORK	
	Objectives
OBJECTIVES	Connected Create a connected, sustainable and integrated network that supports and further builds onto the iGO Active Transport Action Plan to link destination hubs, recreational outdoor spaces and major centres. Provide choice within the cycling and walking network for different types of users to walk and cycle to parks and natural areas.
	Comfortable Provide comfortable and attractive routes that have facilities to make cycling and walking easy and increase the usability of the network. Designated walking areas should allow unhindered movement by providing sufficient path widths and clear zones.
	Accessible Walking and cycling environments should adhere to the principles of inclusive and universal design by ensuring that they are accessible to, and usable by, as many people as reasonably possible. Features such as paths, edges and nodes should be consistent and easy to understand for all to know intuitively how to navigate within a space.
	Enjoyable Provide quality cycling and walking infrastructure that is inviting to pass through or spend time in, considering the user experience and requirements. The public realm should be safe to use at all times of the day and for people to feel safe to spend time in.
2. AIM: PLANNING AND DEVELOPING SUPPORTIVE CYCLING AND WALKING COMMUNITIES AND GROWING A POSITIVE CYCLING AND WALKING CULTURE	
	Objectives
OBJECTIVES	Connected Our strategic planning prepares us for the city's rapid growth and expansion of infrastructure networks. Planning is based on an evidence-based approach to ensure the delivery of cycling and walking infrastructure is meeting our growth.
	Comfortable Deliver educational walking and cycling programs and activities that develop confidence, skills and encourage long-term behavioural change. Educate the community on how to use the walk and cycle network safely and how to respect those who use it. Encourage more children to walk and cycle to school in Ipswich.
	Accessible Seek, develop and maintain partnerships that will promote, facilitate and support recreational walking and cycling in Ipswich. Ensure cycling and walking information and tools are easily accessible to the Ipswich community.
	Enjoyable Foster a culture of safe walking and cycling in Ipswich through developing social connections via walking and cycling programs and the promotion of these networks. Foster a culture of safe walking and cycling in Ipswich through educational, promotional and behavioural change programs and activities. Promote increased walking and cycling to encourage behavioural and cultural change.

4.0 METHODOLOGY

METHODOLOGY

The methodology summarises four key steps in the completion of the RCWAP.

Table 2: RCWAP methodology

1. PROJECT MANAGEMENT, BACKGROUND RESEARCH AND INCEPTION

- Development of project management plan, methodology and stakeholder management plan
- Literature review: a review of key research ICC documents and external cycling and walking strategies and plans
- Cycling and walking trend review
- Internal consultation: council officers from Infrastructure and Environment, Community, Cultural and Economic Development

2. POPULATION PROJECTIONS, CATCHMENT ANALYSIS, CYCLING AND WALKING NETWORK

- Demographics, population projections and catchment analysis
- Existing and future cycling and walking network mapping
- Key recommendations

3. COMMUNITY ENGAGEMENT

- Development of community survey for assessment of the Ipswich public
- Shape your Ipswich survey with online media and social media promotions
- Collect and collate data
- Analyse data and implications for action plan
- Key Recommendations

4. ACTION PLAN PRIORITISATION AND IMPLEMENTATION

- Development and prioritisation of actions
- Development implementation plan
- Draft and review Recreational Cycling and Walking Action Plan
- Finalisation Recreational Cycling and Walking Action Plan



5.0 RESEARCH AND DATA

5.1 LITERATURE REVIEW

Several existing reports, studies and strategy documents were reviewed for their implications on the Recreational Cycling and Walking Action Plan. This review was undertaken to provide the council with a succinct summary of these documents, and any implications for the plan. A full review of existing strategies, policies, surveys, and plans is contained in Appendix B.

The following documents were reviewed:

- Analysis of Sport, Recreation and Physical Activity Levels and Trends in Ipswich City (2020)
- Analysis of Sport, Recreation and Physical Activity Levels and Trends in Ipswich City (2012)
- Analysis of Sport, Recreation and Physical Activity Levels and Trends in Ipswich City (2006)
- iGO Active Transport Action Plan (ATAP) (2016).
- City of Ipswich Sport and Recreation Strategy 2015-2020 (2015)
- City of Ipswich Open Space and Recreation Strategy (2014)
- City of Ipswich Outdoor Recreation Plan (2015)
- iFuture Corporate Plan 2021-2026 (2021)
- Advance Ipswich (2015)
- Corporate Plan 2017-2022 (2016)
- Operational Plan 2020-2021
- City of Ipswich 2019-2020 Budget
- Three Year Capital Works Program 2020-23
- Annual Report 2019-2020
- Queensland Walking Strategy 2019-2029: Walking for everyone, every day
- Action Plan for Walking 2019-2021: Walking for everyone, every day
- Walking in Queensland Report 2019: Walking for everyone, every day



Table 3 provides a consolidated summary of the key findings from the Literature Review and identifies the implication of these findings for this report.

Table 3: Literature review summary

STRATEGIC THEME	SUMMARY OF FINDINGS																																																						
Planning	<ul style="list-style-type: none">Provide land and facilities to meet the community's active and passive recreation and leisure needs.Deliver infrastructure to match population and growth and creating walkable, connected and serviced neighbourhoods.It is acknowledged that walking is the highest participated sport, recreation and physical activity in Ipswich. The need for more formalised routes and off-road trails as well as for more supporting infrastructure - lighting, shade, seating needs to be addressedHigh and increasing participation rates in cycling require safe, off-road facilities.Council may need to review the level of support it provides to facilitate participation in non-organised activities. Resource allocation is usually weighted towards more formal club sports, and as this study demonstrates, the majority of residents are seeking more informal, less organised activities.																																																						
Health	<ul style="list-style-type: none">Ipswich community is facing health problems due to a lack of physical exercise and poor food choices.Ipswich ranks fourth nationally as the most physically inactive and overweight LGA, with 68.9% of residents not meeting the physical activity requirements for health benefits. Therefore, removing obstacles for the community to engage in sporting activity is imperative to ensuring a healthy community in the future.																																																						
Trends	<ul style="list-style-type: none">Walking (68% of Ipswich's residents) is the most popular physical activity for all age groups in Ipswich over 25 years old. Followed by gym/weights (29%), off-road cycling (16%), hiking/bushwalking (15%), running/jogging (13%) and any on-road cycling (10%).The highest funding priority for sport, recreation, parks of bushland project by survey respondents was to upgrade bike paths and walking trails (24%).The increased response rate for building, improving and building new pedestrian and cycleways is consistent with the increasing number of people within Ipswich walking and cycling. <p>Figure 2: Participation rates in walking and cycling for adults</p> <table><tr><th></th><th>2006</th><th>Rank</th><th>2012</th><th>+/-</th><th>Rank</th><th>2020</th><th>+/-</th><th>Rank</th></tr><tr><td>Any Walking</td><td>29%</td><td>1</td><td>45%</td><td>+ 15.5%</td><td>1</td><td>53%</td><td>+ 8%</td><td>1</td></tr><tr><td>Any Cycling</td><td>3%</td><td>7</td><td>12%</td><td>+ 9%</td><td>3</td><td>26%</td><td>+ 14%</td><td>2</td></tr></table> <p>Figure 3: Participation rates in walking and cycling for children</p> <table><tr><th></th><th>2006</th><th>Rank</th><th>2012</th><th>+/-</th><th>Rank</th><th>2020</th><th>+/-</th><th>Rank</th></tr><tr><td>Any Walking</td><td>-</td><td>-</td><td>4.4%</td><td>-</td><td>7</td><td>12%</td><td>+ 7.6%</td><td>3</td></tr><tr><td>Any Cycling</td><td>6%</td><td>4</td><td>3.4%</td><td>-2.6%</td><td>10</td><td>12%</td><td>+ 8.6%</td><td>3</td></tr></table>		2006	Rank	2012	+/-	Rank	2020	+/-	Rank	Any Walking	29%	1	45%	+ 15.5%	1	53%	+ 8%	1	Any Cycling	3%	7	12%	+ 9%	3	26%	+ 14%	2		2006	Rank	2012	+/-	Rank	2020	+/-	Rank	Any Walking	-	-	4.4%	-	7	12%	+ 7.6%	3	Any Cycling	6%	4	3.4%	-2.6%	10	12%	+ 8.6%	3
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Facilities	<ul style="list-style-type: none">The pedestrian network is 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.For cyclists, the active transport network in Ipswich has 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 LGA.																																																						
Financial	<ul style="list-style-type: none">Council had an annual capital works program of approximately \$100 million in 2018-19, of which approximately 20% was for new buildings and structures and 3% for land acquisition.Councils budget for Parks, Sport and Environment is \$26,873,000 for the next three financial years. Over this time, it is planned to spend \$1,942,000 on designing and constructing four pathway lighting projects and constructing a new access pathway to a playground.																																																						
Community needs and consultation	<ul style="list-style-type: none">Engagement with the community is imperative to inform program, service and facility planning and delivery.Demand for walking and cycling is high in Ipswich. They are the most and second most participated activity, and participation rates are higher than the Queensland average.																																																						

5.2 DEMOGRAPHICS: POPULATION PROFILE, PROJECTIONS AND SOCIAL PROFILE

An individual's preference to participate in sport, recreation and physical activity is influenced by their stage in life and a range of social and economic factors. Understanding the City's demographic variations, such as age, household composition, and income and employment patterns assist in understanding the significance of information gained through research.

The following summary is extracted from the iFuture Plan and Census 2019 and 2016 (where no 2019 data is available) data to provide an understanding of population makeup both now and in the future Ipswich City Council.

5.2.1 Population profile

The LGA of Ipswich City has a population of 246,090. Ipswich and the western corridor have been identified as major growth areas under the SEQ Regional Plan. As a result, it is expected that the population will rise to 410,630 residents by 2031.

With an average age of 32 years, Ipswich's residents are ageing but are relatively young compared to State and National averages (both 37 years). Unlike the rest of Australia, which faces an ageing population, Ipswich will continue to have a higher proportion of people in the younger age groups.

30.5% of the community is aged under 20 years. A younger population is more likely to seek both structured and unstructured recreation and physical activity pursuits, such as competitive and social sporting competitions and quality walking/ cycling paths. A significant proportion of people in these age cohorts will place pressure on the council to improve and maintain their sporting facilities, parks and playgrounds and provide affordable physical activity programs.

5.2.2 Social profile

Ipswich's full-time employment rate is 62.6%. The overall unemployment rate of 9% remains higher than in Queensland (7.6%) and national (6.9%) figures. The youth engagement rate increased to 72.1%; however, it is lower than in Queensland (76.2 %).

Ipswich offers a diverse range of employment opportunities in specialised activity areas, including RAAF Base Amberley, regional medical and para-medical facilities, regional tertiary education facilities, major sports and recreation, tourism and motorsports facilities. However, the main employing industry is health care and social assistance, retail trade and manufacturing.

Ipswich City prides itself on being a great destination to live with many lifestyle benefits for families.

Approximately 48,000 of the households in the community are 'family households' out of around 63,000 total households. The average family size per household is 2.8 persons. If there are children in the household there are on average two children in a family.

As a result of the overall projected population growth, it is expected that the proportion of people looking for flexible recreation will increase.

Implications of social and demographic profiles

The sex and age pyramid provided previously indicates large proportions of children in families and relatively few elderlies. Seventy-six per cent of households in Ipswich are family households. Compared with other regions across Australia, the sex and age profile for the Ipswich community is interesting as it goes against the predominant trend of an ageing population. With formal sport participation being most popular for people aged between 5 and 35 years old generally, this has implications for the council's provision of sports facilities and services to support participation. Despite trends in sport participation indicating continuing decline at a national and state level, the combination of Ipswich's young population and continuing population growth points toward the need for ongoing planning for the provision of sports facilities and services by the council. However, this requires balance with the trend of increasing participation in unstructured and informal sport and recreation, particularly the continuing popularity of walking and cycling.

In 2011, 0.3% of residents cycled to work, compared to 1.1% across Queensland. 1.7% of residents walked to work in Ipswich, compared to 3.7% across Queensland. Notably, the percentage of residents cycling to work in Ipswich over the past 10 years has declined from 0.6% (280 people) in 2001 to 0.3% (220 people) in 2011. The percentage of residents walking to work has also declined slightly from 2006 to 2011, from 1.9% (1,179 people) to 1.7% (1,273 people). Of those who did cycle to work in 2011, the majority (92%) were males. The gender balance of walkers is more equal, with 51% being female.

Two-thirds of people who live in Ipswich also work in Ipswich while the remainder (36%) work in Ipswich and live outside of the LGA. The issue of motor vehicle-oriented land use and transport planning and policy and the impact on physical activity in Ipswich is a focus of the investigation and planning work undertaken in council's iGO City of Ipswich Transport Plan and Active Transport Action Plan. Implementation of these plans is underway and ongoing.

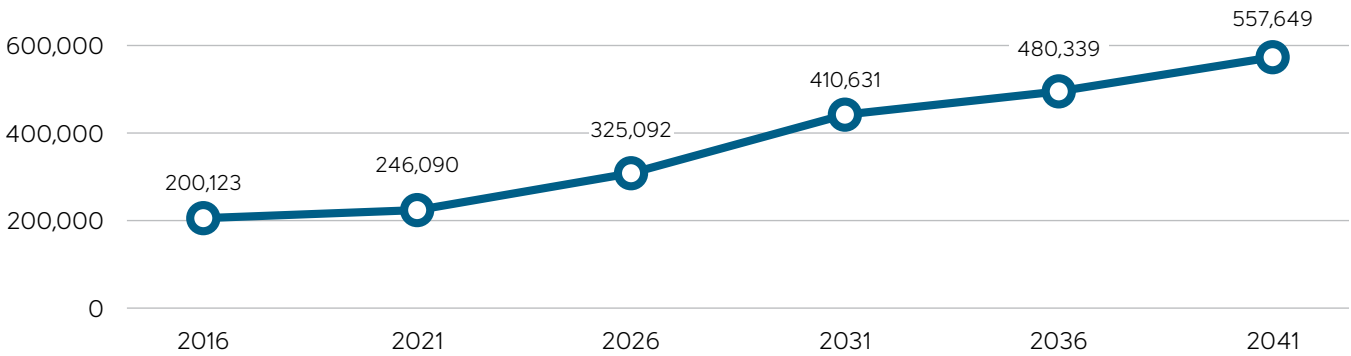
5.3 POPULATION PROJECTIONS, PARK PROVISIONS, ACCESSIBILITY

5.3.1 Population projections

A review of Ipswich's demography was undertaken to determine the expected rate of population growth by age group and by Statistical Area 2 (SA2) over the next 20 years. By forecasting where the population will grow and in which key demographics, Council will be better placed to understand the impact on future service demands.

The Ipswich LGA has experienced population growth for several years. Population forecasts predict that this will continue at least until 2041.

Figure 4: Population growth projections from 2020 to 2041.



Within Ipswich, a large proportion of this growth will be in the suburbs of Ripley, Rosewood and Springfield Lakes. Ripley is expected to experience the highest growth in residents over the period to 2041 (970%), followed by Rosewood (377%) and Springfield Lakes (112%). In 2020,

Ripley was the ninth-largest SA2 by population size but is expected to be the largest by 2041 (113,059 residents), with Rosewood the second largest (65,879 residents) and Springfield Lakes the third largest (48,168 residents).



Table 4: Population projections by SA2 area from 2020 to 2041

SA2	Population (2020)	Population (2041)	Total growth (#)	Annualised growth (%)	Cumulative growth (%)
Ripley	10,568	113,059	102,491	11.9%	970%
Rosewood	13,797	65,879	52,082	7.7%	377%
Springfield Lakes	22,725	48,168	25,443	3.6%	112%
Bellbird Park - Brookwater	19,303	44,402	25,099	4.0%	130%
Ipswich - Central	7,063	21,154	14,091	5.4%	200%
Ipswich - East	19,262	29,155	9,893	2.0%	51%
Collingwood Park - Redbank	9,945	18,136	8,191	2.9%	82%
North Ipswich - Tivoli	6,715	14,561	7,846	3.8%	117%
Redbank Plains	24,178	31,407	7,229	1.3%	30%
Bundamba	9,926	15,832	5,906	2.2%	60%
Springfield	7,633	12,520	4,887	2.4%	64%
Raceview	16,175	20,343	4,168	1.1%	26%
Brassall	12,710	16,775	4,065	1.3%	32%
Ipswich - North	5,319	9,361	4,042	2.7%	76%
Goodna	11,620	14,673	3,053	1.1%	26%
Churchill - Yamanto	7,354	9,252	1,898	1.1%	26%
Riverview	3,083	4,653	1,570	2.0%	51%
Leichhardt - One Mile	8,811	10,376	1,565	0.8%	18%
Camira - Gailes	9,759	11,247	1,488	0.7%	15%
Karalee - Barellan Point	6,287	7,715	1,428	1.0%	23%
Carole Park	0	-	-	0.0%	0%
New Chum	0	-	-	0.0%	0%
Total	231,891	518,668	286,777	3.9%	124%

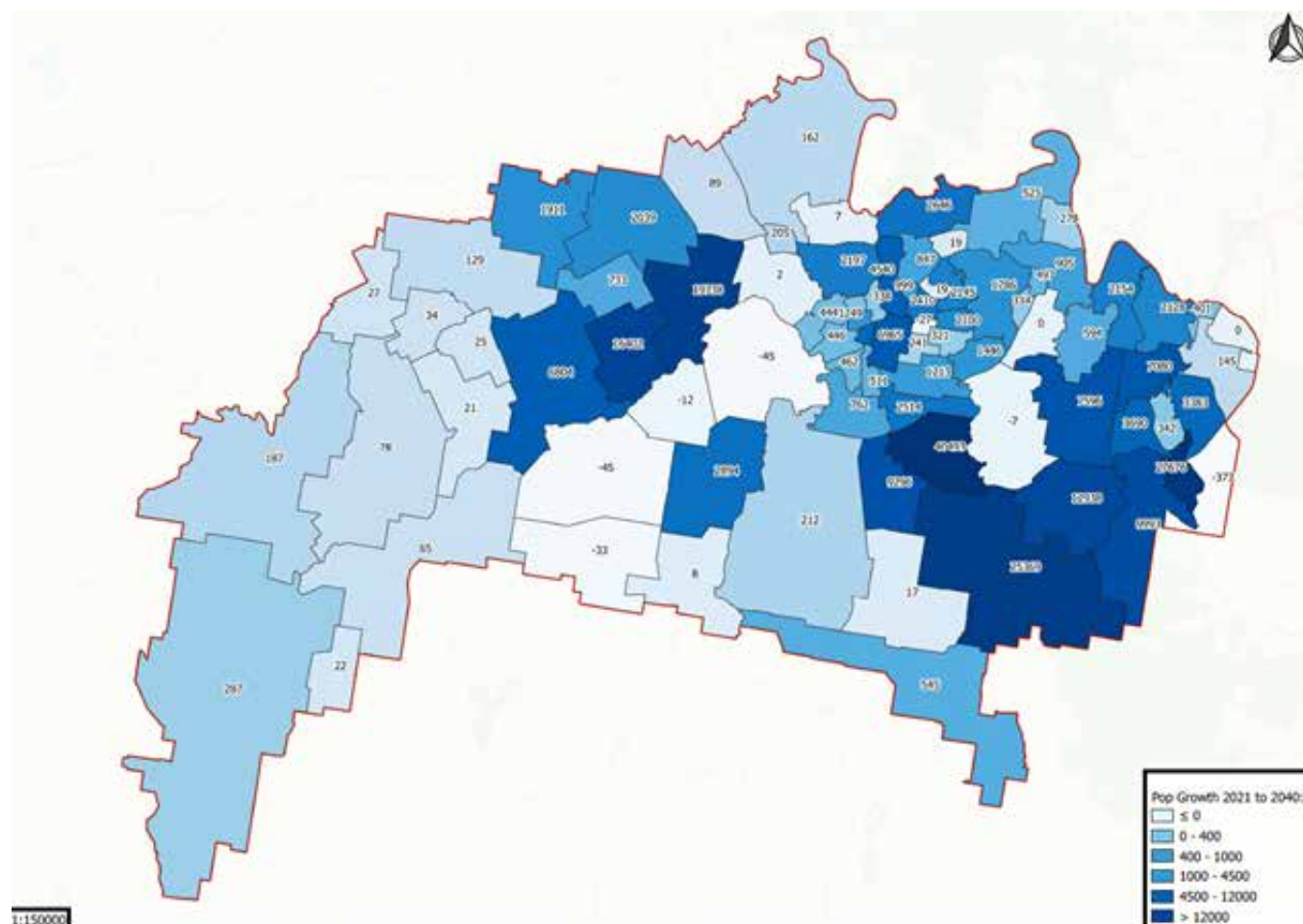
Note: SA2 boundaries do not perfectly align with LGA boundaries, therefore the sum of the SA2s will not perfectly match the LGA total. Source: AEC, QGSO (2019a), LGIP (2017).



Figure 5 displays the population growth by SA2 over the next 20 years and provides a key insight into the geographic location of the growth areas, which are

mainly concentrated to the southeast region of the LGA (Ripley, Bellbird Park-Brookwater, and Springfield Lakes) and also in the western region (Rosewood).

Figure 5: Population growth heat map, by suburb (2021 to 2040)



5.3.2 Parks provisions

The term open space is generally comprised of:

- public open space
- private open space.

Council manages an open space network of more than 8,440ha of which 7,774ha (92%) is public open space.

Within the local government area (LGA) there are over 700 parks and reserves supporting a wide range of recreational and environmental services to the City. Areas of publicly accessible open space may be multifunctional and include natural areas and linkages, waterway corridors for creeks and rivers, informal parkland, sports grounds and courts, formal gardens, stormwater management infrastructure, and linear walking and cycling tracks.

The classification of an open space element is determined by the site's primary function, even if there are multiple functions or sub-functions. The classification should be based on the function that makes up the greatest percentage of the site.

The Open Space Network within the Ipswich City Council LGA is classified into the following typologies:

Table 5: Open space classification

Open Space Classification	Hierarchy
Recreation Parks	Local
	District
	Citywide
Waterside Parks	District
	Citywide
Sportsgrounds and Courts	Local
	Citywide
Linear Parks	Local
	Citywide
Natural Areas	Local Bushland Reserves
	District Conservation Reserves
	Citywide Conservation Reserves
Specialised Sport and Recreation Facilities	N/A
Amenity Land	N/A
Utility Land	N/A
Unallocated Open Space	N/A

Recreation Parks

Informal recreation spaces are used for social, cultural and informal/unorganized recreational activities. Recreation parks provide a range of equipment and can support urban bushland as well as contain landscaped areas. They provide pathways and/or tracks and trails for recreational walking and cycling.

Waterside Parks

Foreshore parks adjacent to the Brisbane and Bremer Rivers or other major waterways providing an opportunity for water-based activities, informal recreation and connectivity with cycling and walking paths to the open space network.

Sportsgrounds and Courts

Sportsgrounds and courts primarily cater for a variety of formal sporting activities through the provision of a range of training and competition infrastructure. Pathways are ancillary infrastructure to support sporting activities.

Linear Parks

Linear parkland providing opportunities for recreational trails, accommodating formal walking/cycling with connectivity to the open space network.

Natural Area Network

Citywide and District Conservation Estates have highly significant or medium to high conservation values. In visitor managed conservation reserves public visitation is managed within designated amenity nodes and on formal and informal, multi-service and recreation trails.

Local Bushland Reserves still contain conservation values and some recreational facilities, although smaller size and generally in highly urbanised locations, they are suitable for multiple-use, nature-based recreation activities.

Specialised Sport and Recreation Facilities

Specialised sport and recreation facilities are specific in nature - requiring individual infrastructure to make them usable or are private facilities that may not be publicly accessible.

Amenity Land

Small areas of formal landscaped gardens including entrance statements, monuments, memorials, and lookouts.

Utility Land

Typically constrained open space with limited recreation value and includes infrastructure

easements, drainage corridors and/or water bodies.

Unallocated Open Space

Land that is currently not considered as part of the trunk open space network. It includes a variety of functions that may offer some community benefit, although where recreation value exists this is usually a secondary function of the land.



5.4 CURRENT DEMAND

5.4.1 Walking and Cycling Participation

The Analysis of Sport, Recreation and Physical Activity Levels and Trends 2020 provides up-to-date trends data on Ipswich residents' participation in walking and cycling activities and the motivations and barriers that influence participation. Relevant key findings relating to walking and cycling were:

- Walking is the most popular physical activity for all age groups in Ipswich over 25 years old (68% of Ipswich's residents), followed by gym/weights (29%), off-road cycling (16%), hiking/bushwalking (15%), running/jogging (13%) and any on-road cycling (10%).
- Walking continues to be the most popular activity for Australians, Queenslanders and Ipswich residents.
- Walking is considered the second most popular activity for the younger age groups.
- Walking is the third most popular activity people would like to participate in, in the future.

- Cycling is the second most popular sport among males aged 35 to 59 years old.
- Cycling ranked fourth as a sport that the people of Ipswich would like to participate in.
- The increased response rate for building, improving and building new pedestrian and cycleways is consistent with the increasing number of people within Ipswich that are walking and cycling.

The 2020 report builds on the 2006 and 2012 reports. Trend analysis for walking and cycling shows that walking increased from 29% of the adults participating in 2006 to 68% in 2020. Walking was and continues to be the highest-ranked activity for Ipswich's residents. Cycling increased from a participation rate of 3% for adults in 2006 to 26% of the adults participating in cycling activities in 2020. It improved its ranking from number 7 in 2006 to number 2 in 2020.

Table 6: Participation rates in walking and cycling for adults

	2006	Rank	2012	+/-	Rank	2020	+/-	Rank
Any walking	29%	1	45%	+16%	1	68%	+23%	1
Any cycling	3%	7	12%	+9%	3	26%	+14%	2

A similar trend analysis for walking and cycling for children was undertaken. It shows that walking increased from 4.4% of children participating in 2012 to 12% of children participating in 2020. Walking for children increased its ranking from number 7 in 2012 to number 3 in 2020. Cycling increased from a participation rate of 6% in 2006 to 12% participating in 2020. It improved its ranking from number 4 in 2006 to number 3 in 2020.

Table 7: Participation rates in walking and cycling for children (under 18)

	2006	Rank	2012	+/-	Rank	2020	+/-	Rank
Any walking	-	-	4.4%	-	7	12%	+7.6%	3
Any cycling	6%	4	3.4%	-2.6%	10	12%	+8.6%	3

5.4.2 Conservation Parks Visitation

Pedestrian counters are installed in some of council's conservation estates to monitor visitation levels and changes since 2016. Paperbark Flats in the White Rock Spring Mountain Conservation Estate, Castle Hill and Flinders Trail in the Flinders-Goolman Conservation

Estate experiencing relatively higher levels of visitation. Paperbark Flats and the Flinders Trail is mainly used by walkers and runners. Whereas Castle Hill and Hillview while mostly used for off-road cycling are also used by walkers.

Table 8: Visitation numbers in select conservation estates

Location	2016	2017	2018	2019	2020
Paperbark Flats		57,206	67,558	72,933	94,644
Flinders Trail	8,200	11,976	10,469	11,797	20,085
Castle Hill	18,105	19,093	42,472	39,224	42,583
Hillview			1,286	4,376	5,676

The visitation data demonstrates that walking and cycling is very popular amongst Ipswich residents with almost 163,000 visits to these four parks in 2020. Attendance is cyclical with higher visitation throughout the winter months.

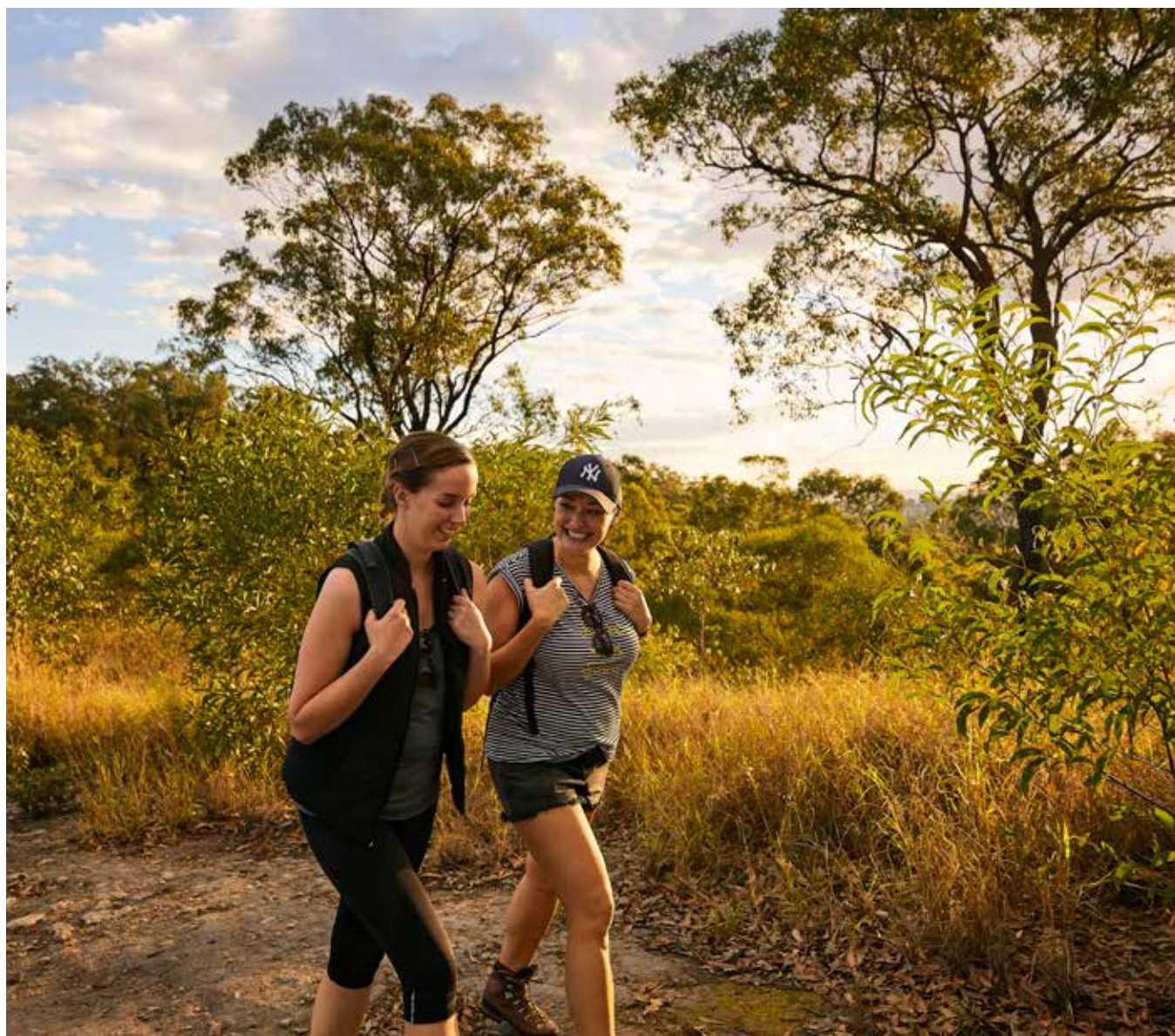
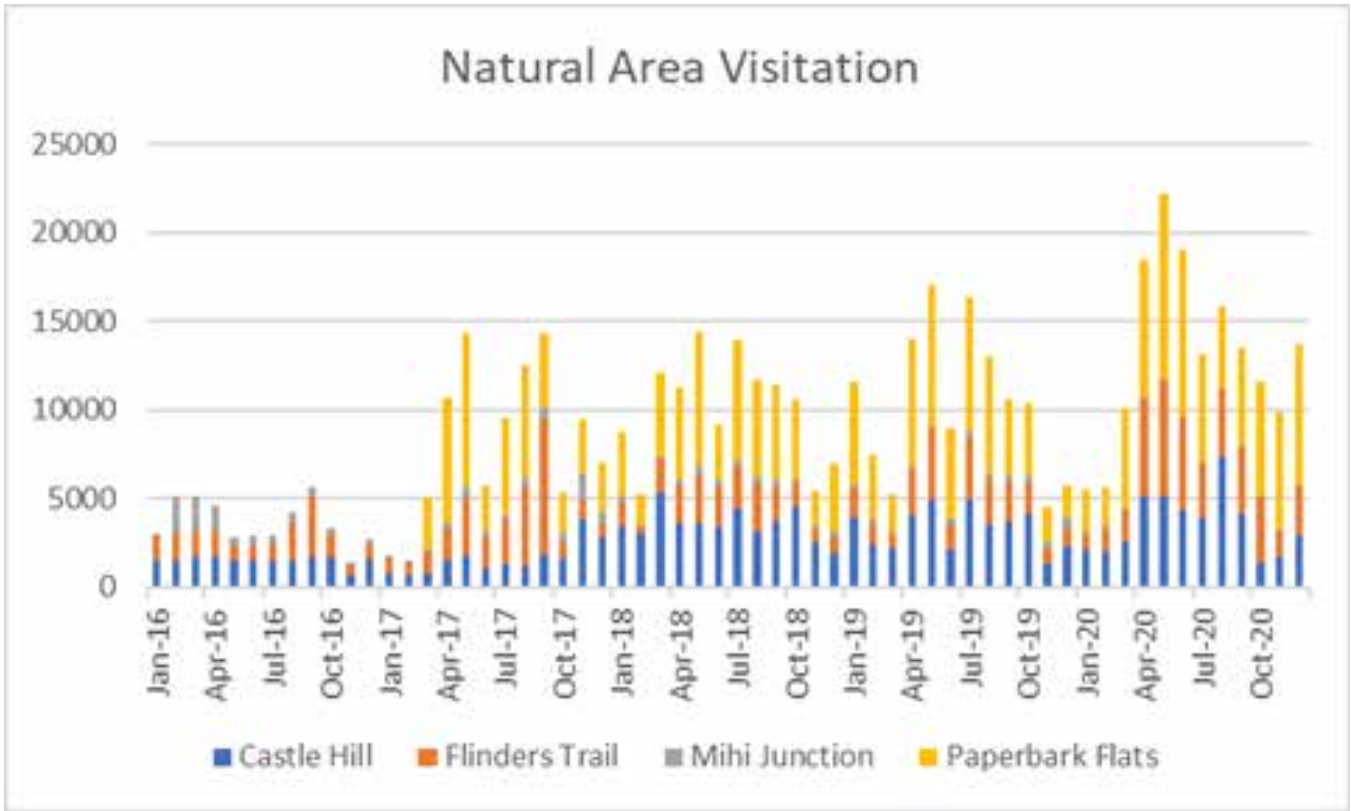


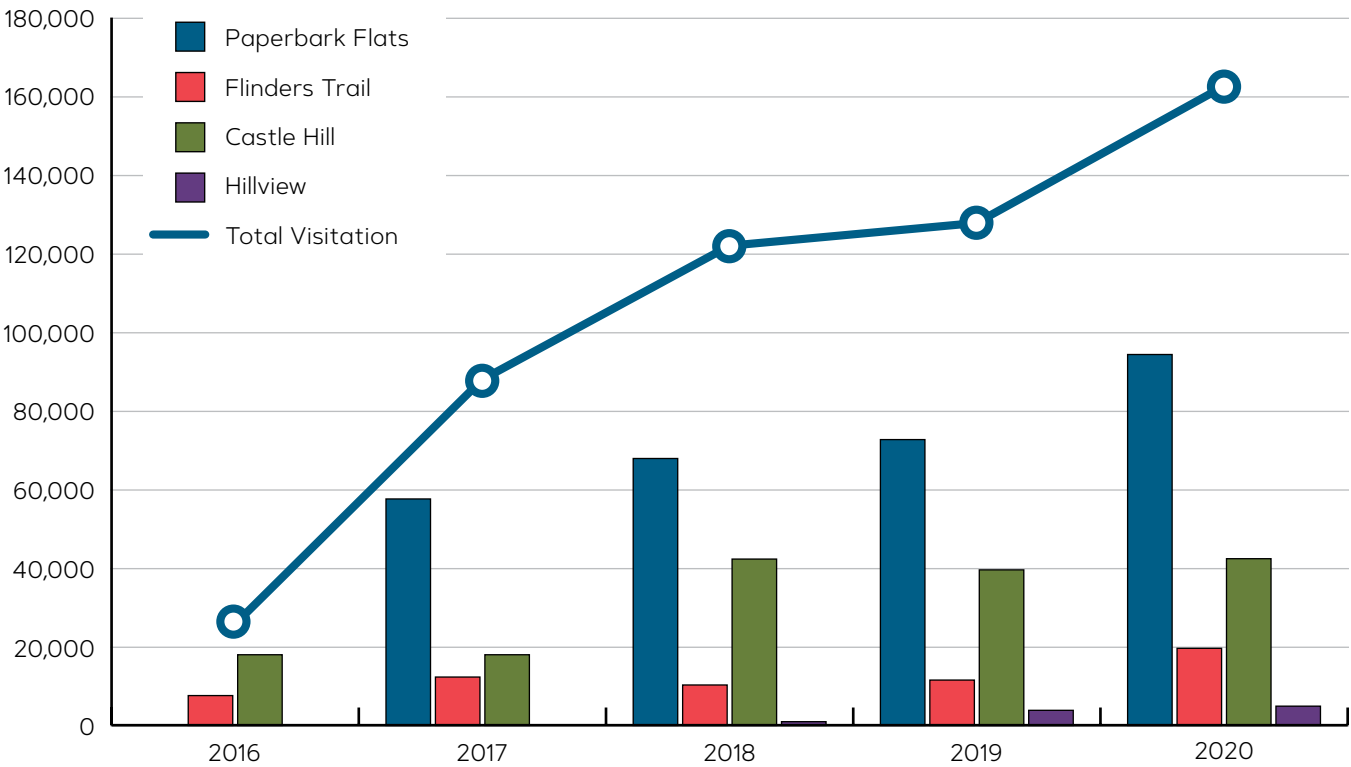
Figure 6: Cumulative visitation in natural areas from 2016-2020



There also appears to be a general upward trend in overall annual attendance figures at each of the natural areas.

Figure 7 shows visitation counts for Paperbark Flats, Flinders Trail, Castle Hill and Hillview and trends from 2016 to 2020.

Figure 7: Visitation counts and trend for selected natural areas

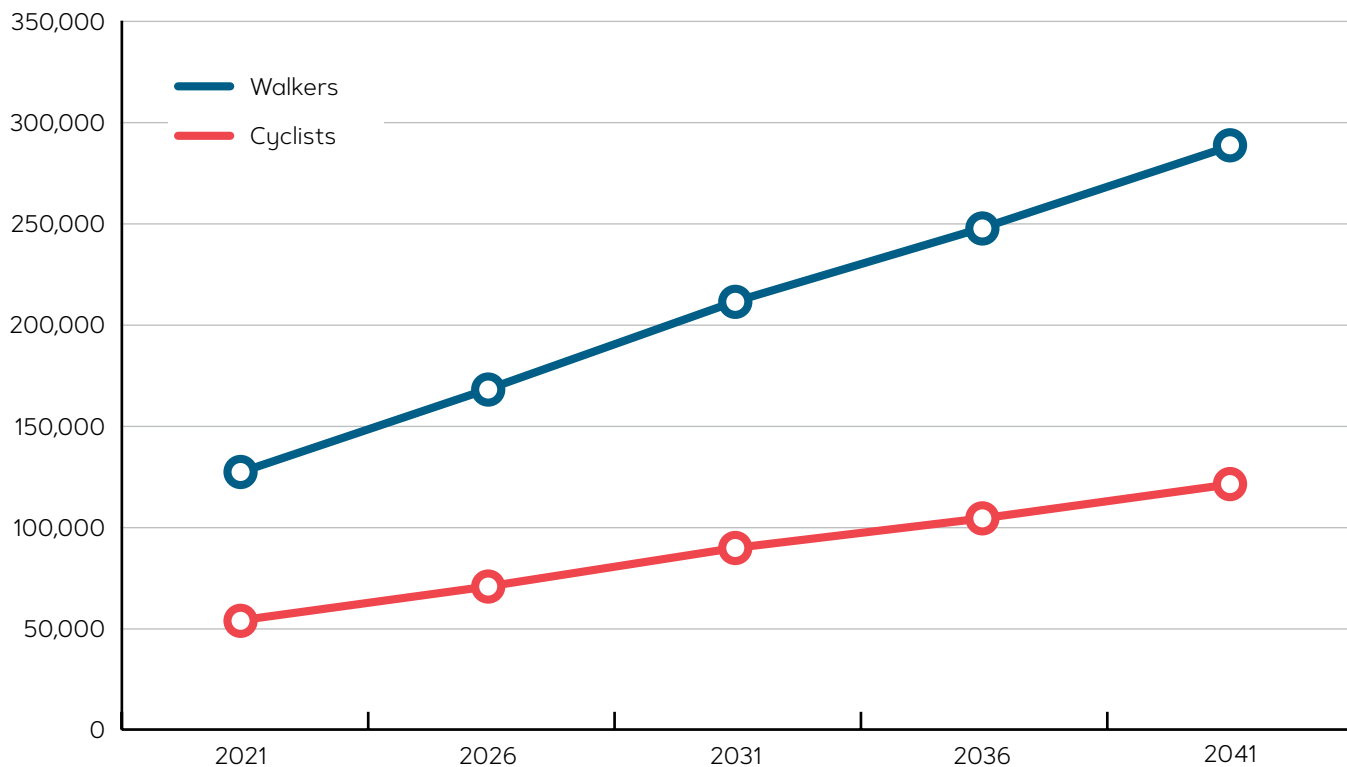


5.5. FUTURE DEMAND

Future demand for walking and cycling was predicted by applying participation rates from the analysis of sport and recreation levels and participation reports to predicted

population growth estimates. Figure 8 shows a future walking and cycling trend based on population growth estimates and 2020 participation rates.

Figure 8: Walking and cycling participation trend 2021-2041



Based on 2021 participation rates in walking and cycling the participation rates were calculated for the estimated population growth in Ipswich until 2041.

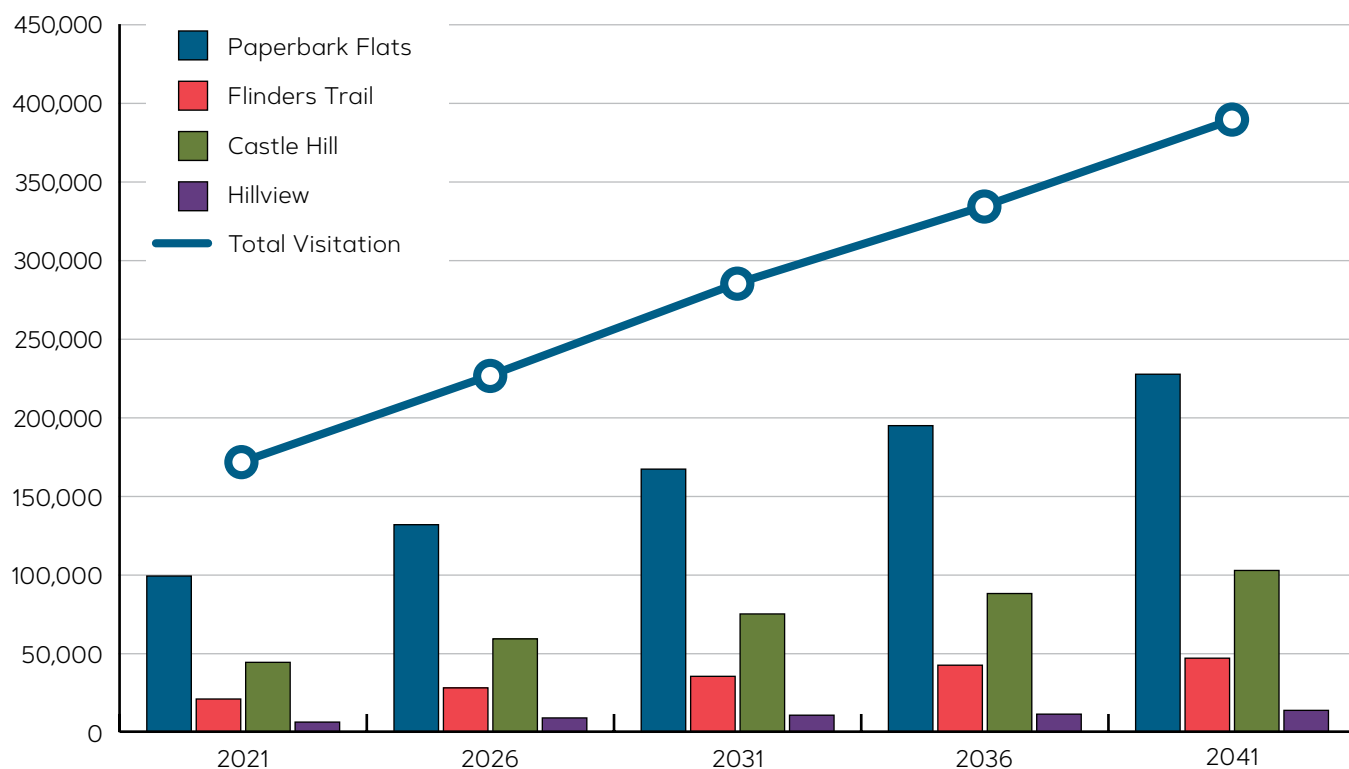
Table 9: Predicted participation rates 2021-2041

	2006	Rank	2012	+/-	Rank
Walkers	127,376	168,268	212,439	248,623	288,639
Cyclists	53,992	71,325	90,049	105,386	122,348

Natural area visitations

Predicted visitation numbers for Paperbark Flats, Flinders Trail, Castle Hill and Hillview are based on counts for 2020 and predicted population growth estimates. Figure 9 shows that total visits will grow in line with population growth, and there is expected to be a significant increase in demand for walking and cycling facilities in natural areas.

Figure 9: Predicted visitation numbers based on 2020 visits and population growth



Actual demand (reflected by visitation numbers to the existing facilities) can differ from actual visits. This may be a result of several factors, including:

- Walking and cycling participation rates for adults of children change in the future.
- Walking and cycling participation may take place at other facilities, than council-owned facilities. There are several private and public cycling or walking destinations within proximity to Ipswich. So, it would not be unreasonable to assume that residents would visit them for day trips.
- Opening times of venues and other forms of entertainment have been affected by the COVID-19 shutdown. Residents had to choose amongst the still available forms of recreation. Council conservation estates had over 30,000 more visits over the full 2020 year.

5.6 COMMUNITY ENGAGEMENT

In early 2020, Ipswich City Council commenced a city-wide engagement program to inform the development of the Action Plan. There were two engagement phases throughout the project, with each building on and refining the previous. Direct engagement with council officers occurred between September and October 2020. Engagement of the broader community occurred with the Shape your Ipswich online tool and received 627 contributions from community members between March and April 2021. The project reached at least 10,000 community members, providing them with a direct opportunity to participate.

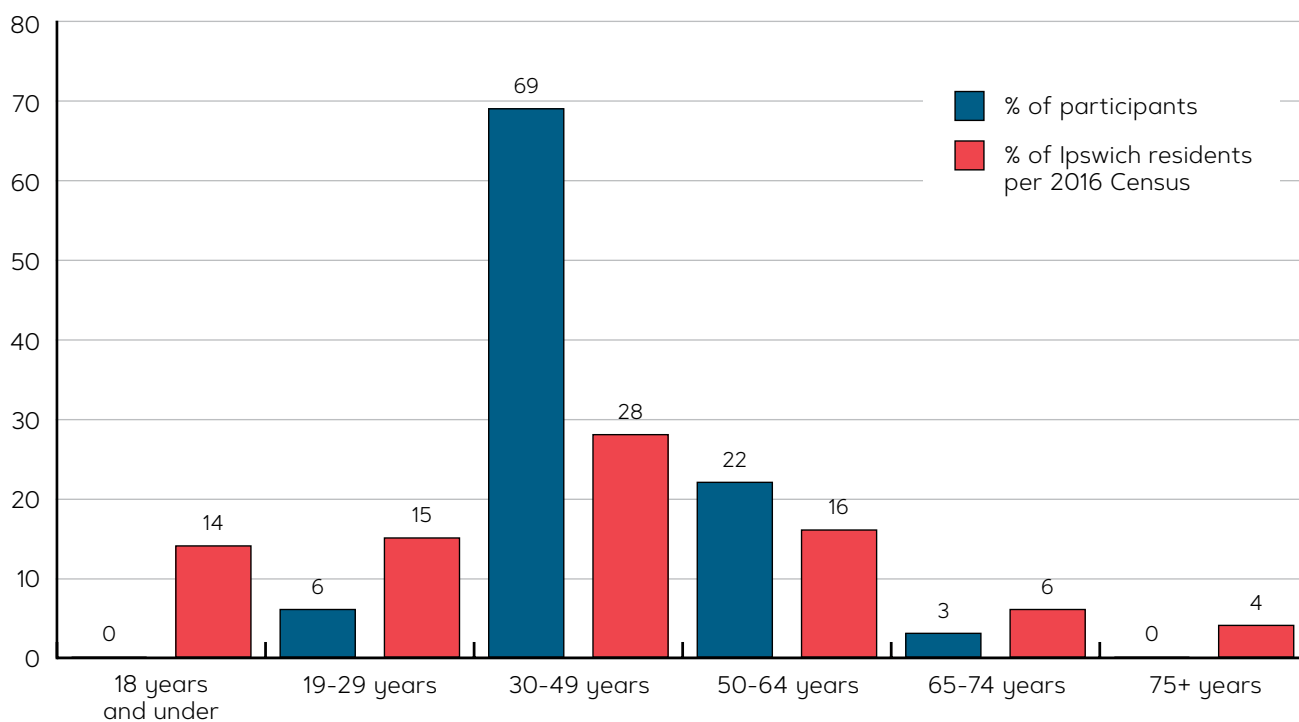
The online Shape Your Ipswich engagement included:

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

The age, cultural background, connection to Ipswich, and gender of the community members engaged are shown below. Where possible, comparisons have been made to the Ipswich LGA population profile. The Community Engagement Report in Appendix C outlines the approach and detailed results of the community engagement program that supported the development of the RCWAP.

Age representation

Figure 10: Age representation - total participants



Gender representation

Figure 11: Gender representation

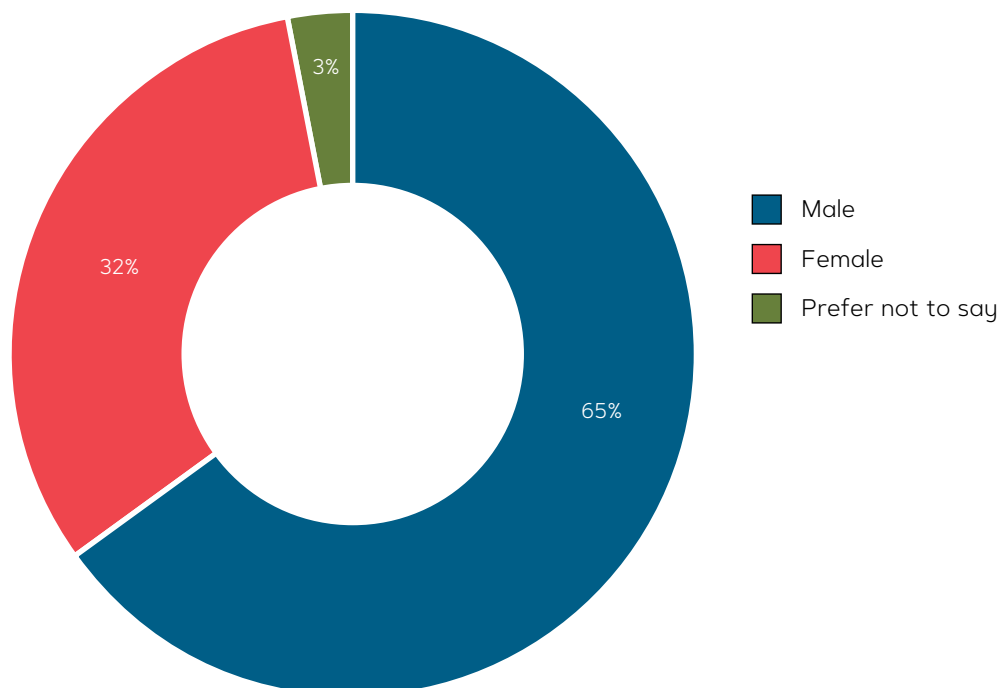
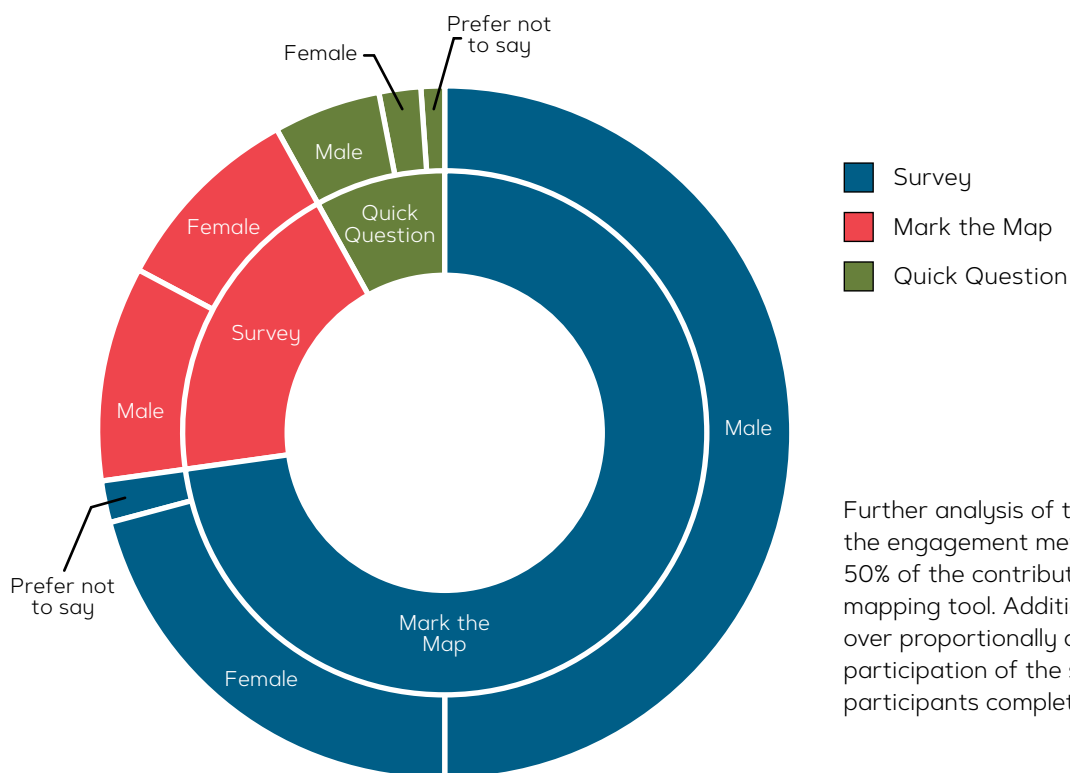


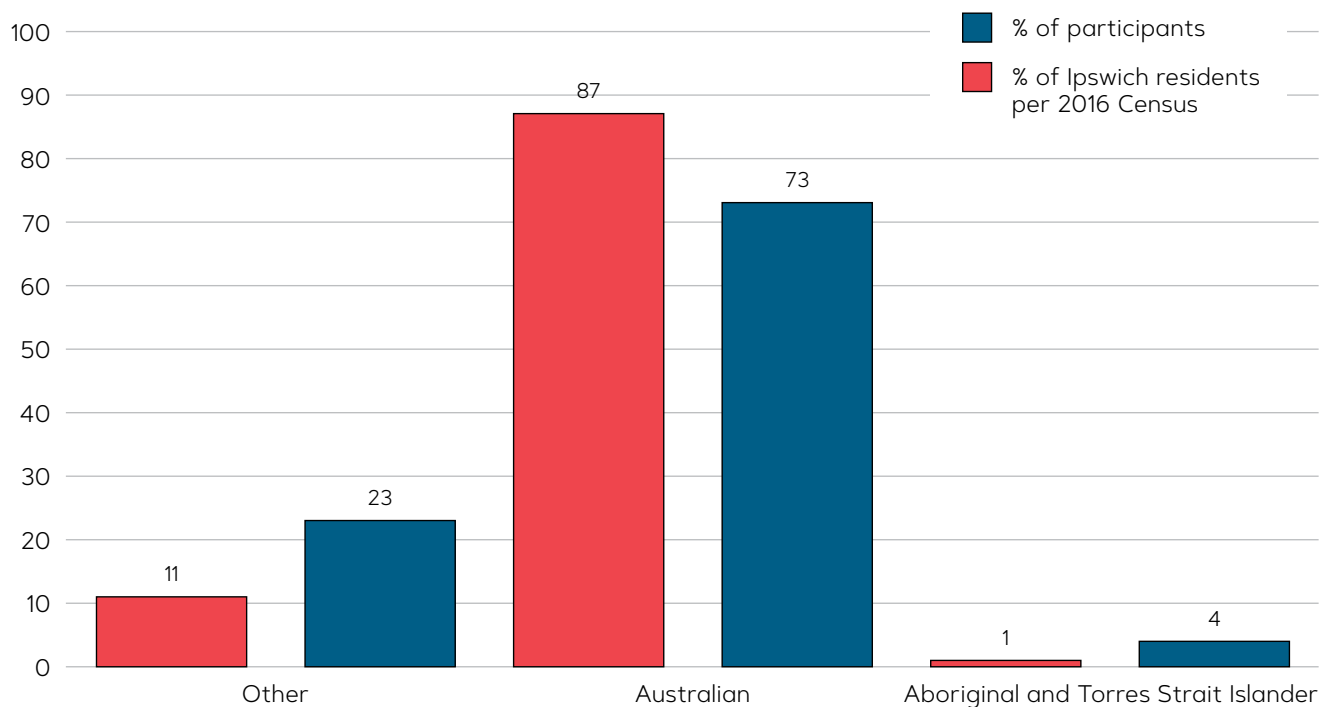
Figure 12: Gender representation – by engagement method



Further analysis of the gender representation by the engagement method shows that males made 50% of the contributions with the interactive mapping tool. Additionally, the Quick question was over proportionally answered by males. However, participation of the sexes was almost equal in the participants completing the survey.

Cultural background

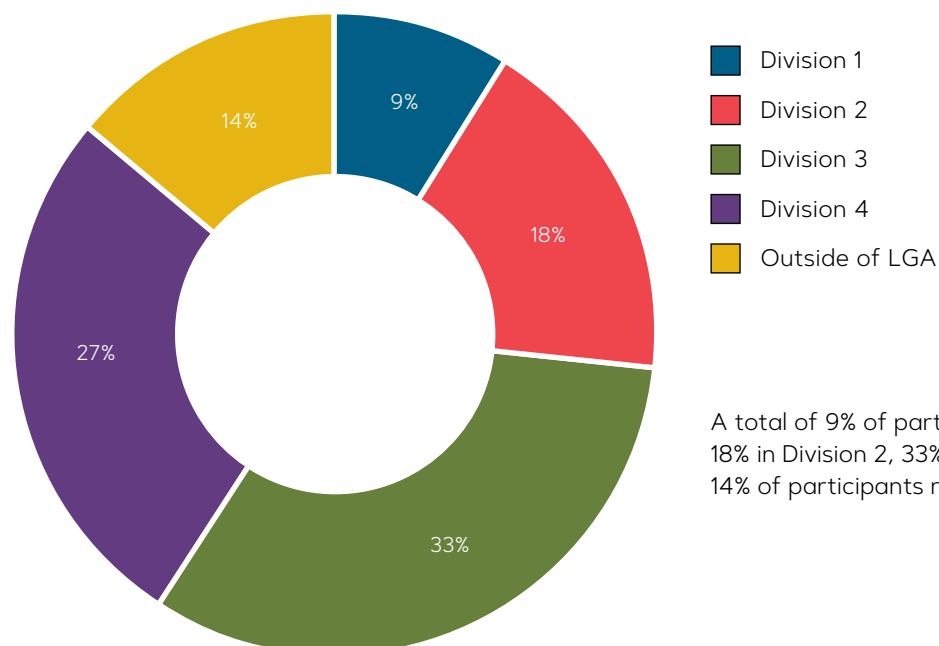
Figure 13: Cultural background – total participants



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

Divisional representation

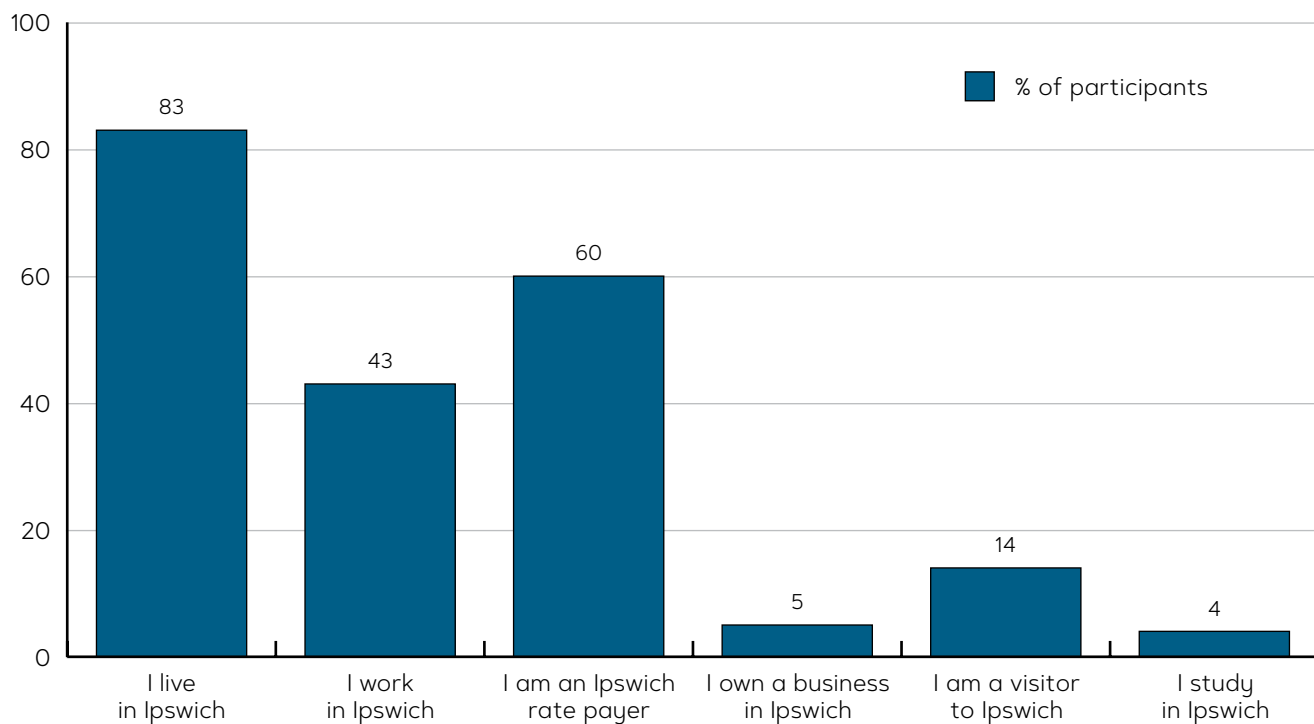
Figure 14: Divisional representation – total participants



A total of 9% of participants reside in Division 1, 18% in Division 2, 33% in Division 3, 27% in Division 4 and 14% of participants reside outside the Ipswich LGA.

Connection to Ipswich

Figure 15: Connection to Ipswich – total participants



Participants indicated their connection to Ipswich. Multiple answers were possible. 83% of the participants live in Ipswich, 43% work in Ipswich, 60% are rate payers, 5% own a business in Ipswich, 14% are visitors and 4% study in Ipswich



6.0 CYCLE AND WALKING NETWORK

6.1 EXISTING CYCLE AND WALKING INFRASTRUCTURE

The existing walking and cycling facilities in Ipswich vary based on location, proximity to different land uses and the age of the suburbs. The following is a summary of the existing facilities in Ipswich.

Recreational walking and cycling facilities in Ipswich

Footpaths typically:

- are used by walkers and provide a separate path from road traffic
- vary in width depending on the location and anticipated demand.

Park paths:

- are usually shared by walkers and cyclists for recreation or exercise
- tend to be circuitous and have a standard width of 2.2m
- make up a total length of 226.1km in Ipswich in 2021
- are featured in locations such as River Heart Parklands, Robelle Domain and Limestone Park.

Bikeways:

- are shared-use paths for pedestrians and cyclists to travel safely together and when the intensity does not require the provision of separate facilities
- have a minimum width of 2.5m and a desirable width of at least 3m
- make up a total length of 149km in Ipswich in 2021
- such as the Brassall Bikeway is one of Ipswich's best known shared-use pathway.

Recreational tracks and trails:

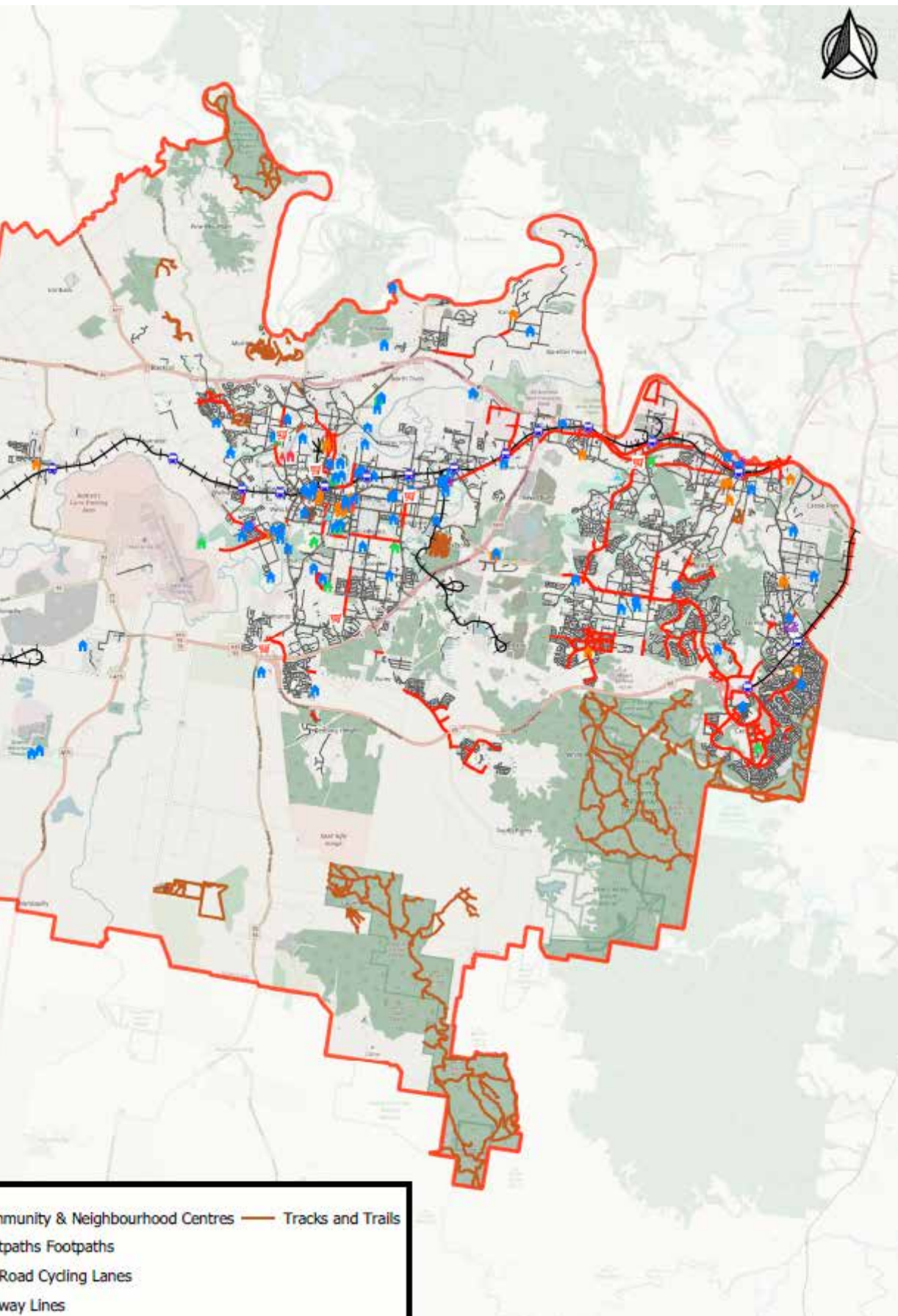
- are primarily used for recreation by cyclists, hikers, or horse riders who wish for a more natural experience
- can be used by mountain bikers these trails in addition to purpose-built mountain bike trails.
- often are circular routes through natural areas with points of interest or attractive scenery along the way
- have low construction costs (such as cleared grass, earth or gravel paths are common), but need to be maintained regularly
- can be along disused railway corridors
- currently account for 55.6km of walking tracks and trails and 55km of cycling tracks and trails in Ipswich in 2021
- are featured in destinations such as White Rock and the Brisbane Valley Rail Trail.

Supporting cycle and walking infrastructure

Supporting walking and cycling infrastructure such as drinking fountains and shelters invite a pause stop along the way. Currently, there are 333 drinking fountains and 982 shelters installed along walking and cycling paths and on our parks.

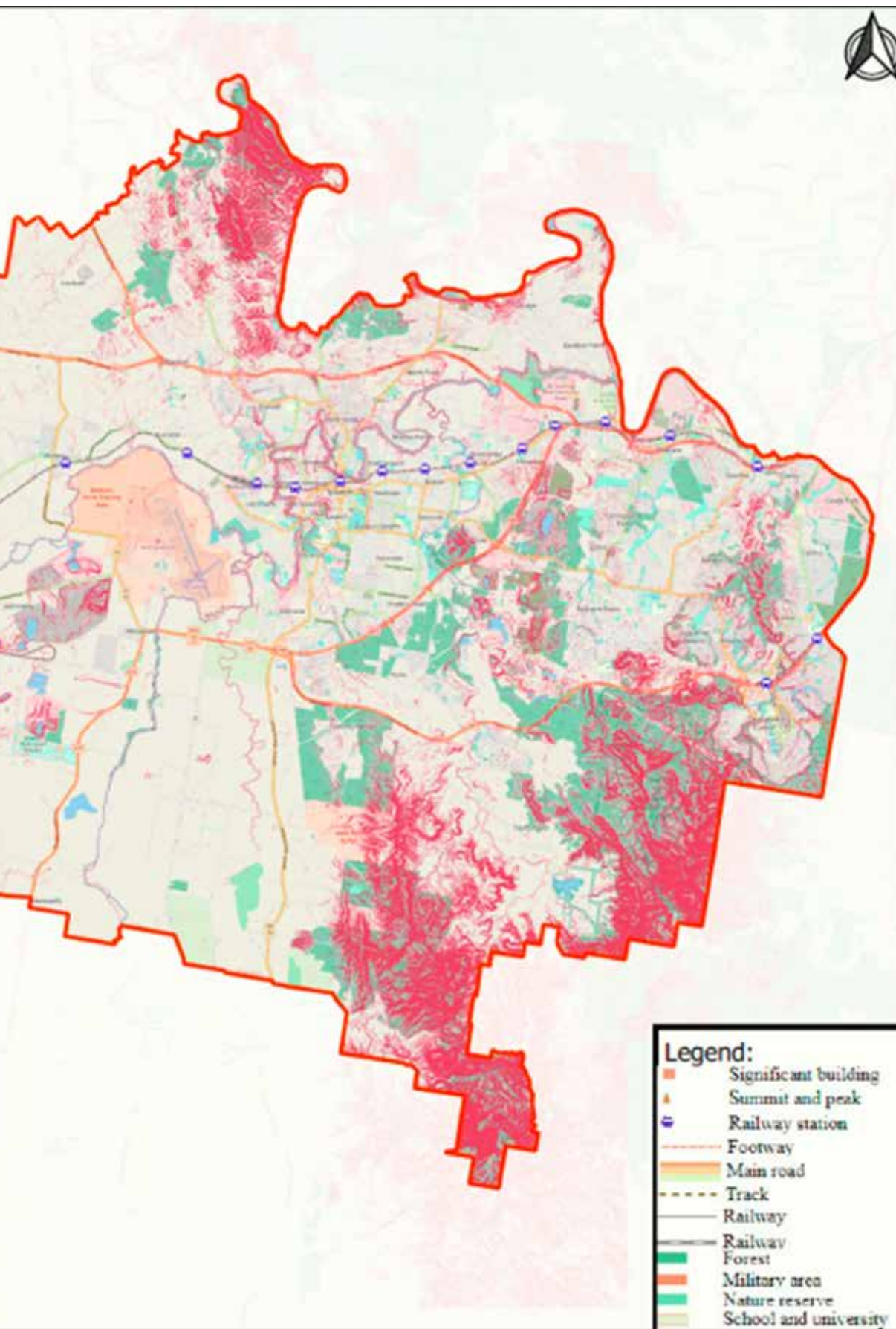
28 | Recreational Cycling and Walking Action Plan





30 | Recreational Cycling and Walking Action Plan





6.2 PRIORITISATION OF CYCLE AND WALKING PLANNING AND NEW INFRASTRUCTURE

Descriptive comparisons have been conducted on Statistical Area Level 2 (SA2) regions:

Bellbird Park - Brookwater, Brassall, Bundamba,
Camira - Gailes, Churchill - Yamanto, Collingwood Park -
Redbank, Ipswich Central, Ipswich - East, Ipswich -
North, Karalee - Barellan Point, Leichhardt - One Mile,
North Ipswich - Tivoli, Raceview, Ripley, Riverview,
Rosewood, Springfield and Springfield Lakes.

Figure 18: Map of Statistical Area Level 2 (SA2) with
identification number – refer to Table 10

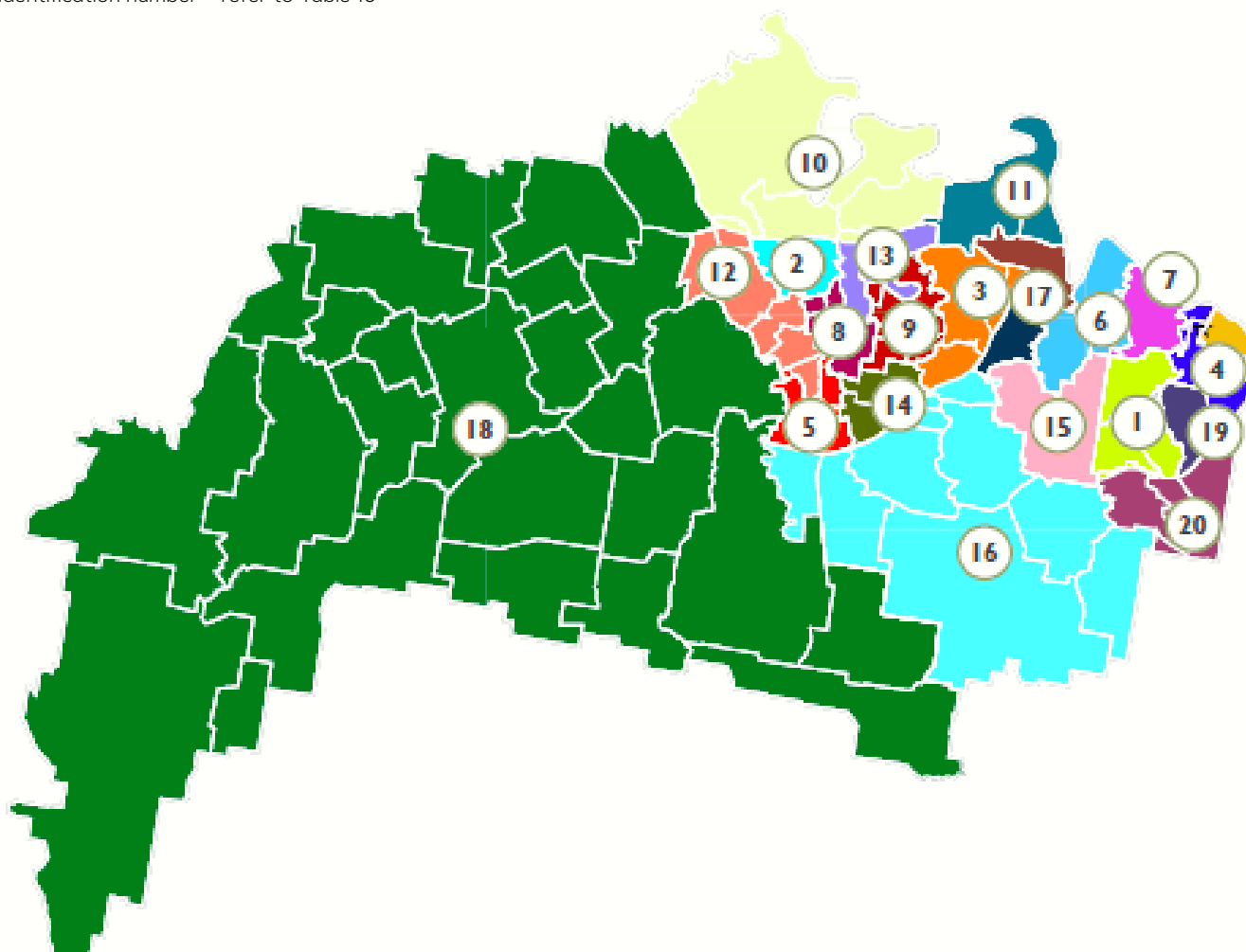


Table 10: Statistical Area Level 2 (SA2) and suburbs

No	SA2	Suburbs
1	Bellbird Park - Brookwater	Augustine Heights, Bellbird Park, Brookwater
2	Brassall	Brassall
3	Bundamba	Bundamba
4	Camira - Gailes - Carole Park	Camira, Gailes, Carole Park
5	Churchill - Yamanto	Churchill, Yamanto
6	Collingwood Park - Redbank	Collingwood Park, Redbank
7	Goodna	Goodna
8	Ipswich - Central	Coalfalls, Ipswich, Sadliers Crossing, West Ipswich, Woodend
9	Ipswich - East	Basin Pocket, Booval, East Ipswich, Eastern Heights, Newtown, North Booval, Silkstone
10	Ipswich - North	Blacksoil (part), Chuwar (part), Muirlea, Pine Mountain
11	Karalee - Barellan Point	Barellan Point, Karalee
12	Leichhardt - One Mile	Blacksoil (part), Karrabin, Leichhardt, One Mile, Wulkuraka
13	North Ipswich - Tivoli	Moores Pocket, North Ipswich, North Tivoli, Tivoli
14	Raceview	Flinders View (part), Raceview
15	Redbank Plains	Blackstone, Dinmore, Ebbw Vale, Redbank Plains
16	Ripley	Deebing Heights, Flinders View (part), Raceview, Ripley, South Ripley, Swanbank, White Rock
17	Riverview - New Chum	New Chum, Riverview
18	Rosewood	Amberley, Ashwell, Calvert, Ebenezer, Goolman, Grandchester, Haigslea (part), Ironbark, Jeebropilly, Lanefield, Lower Mount Walker (part), Marburg (part), Mount Forbes (part), Mount Marrow, Mount Mort, Mount Walker West (part), Mutdapilly (part), Peak Crossing (part), Purga, Rosewood, Tallegalla, Thagoona, The Bluff, Walloon, Willowbank, Woolshed
19	Springfield	Springfield
20	Springfield Lakes	Spring Mountain, Springfield Central, Springfield Lakes

An analysis was completed with the information gained from the population growth predictions, the analysis of sport, recreation and physical activity levels and trends report and the RCWAP survey. A priority score for the need for improvements in walking and cycle facilities was calculated for each SA2. The score considers the current and predicted population by 2041, health indicators, participation in walking and cycling activities, satisfaction levels with existing facilities and results from the RCWAP survey. The aim of this score is to give an indication of the value for money of investments for walking and cycling infrastructure projects.

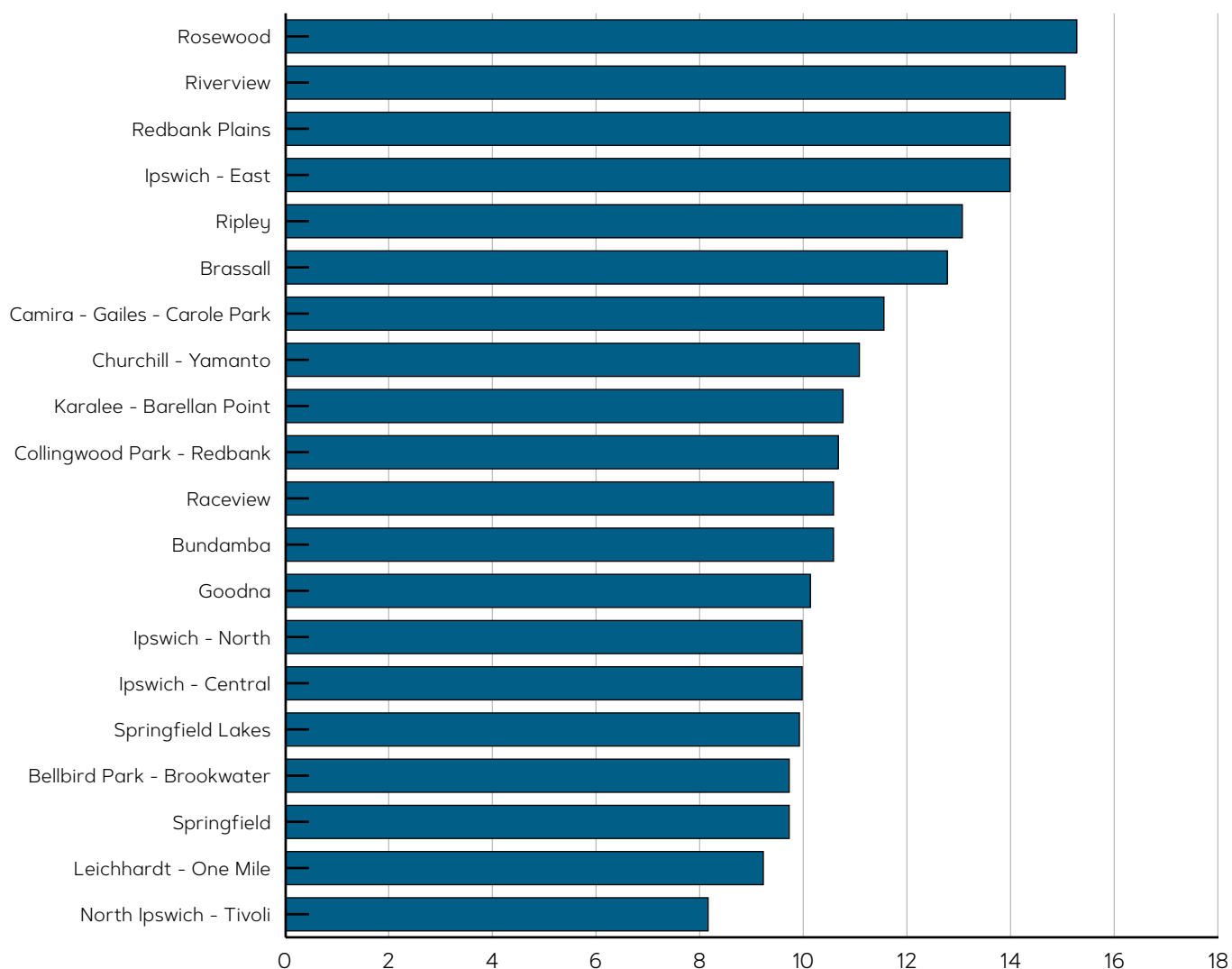
A sensitivity analysis was completed to give an indication in which SA2 the value for money for investments for

walking and cycling infrastructure projects would be the highest. For this analysis, results from the population growth predictions, the analysis of sport, recreation and physical activity levels and trends report, and RCWAP survey was used to calculate a priority score for the need for improvements in walking and cycle facilities for each SA2. The base case model has an equal weighting for population growth and health indicators being equally weighted. This was compared with a model focusing on population growth and a model focusing on health indicators.

Separate priority scores were calculated for walking infrastructure, cycling infrastructure and a combination of both.

The highest scores were achieved in the SA2s for Rosewood (15.3), Riverview (15.1), Redbank Plains (14.1), Ipswich-East (14.0), Ripley (13.1), Brassall (12.8), Camira-Gailes-Carole Park (11.6), Churchill – Yamanto (11.1), Karalee – Barellan Point (10.8), Collingwood Park – Redbank (10.7), Raceview (10.6), Bundamba (10.6), Goodna (10.2) Ipswich – North (10.0), Ipswich – Central (10.0), Springfield Lakes (10.0), had a medium score. The lowest priority score was in Bellbird Park-Brookwater (9.8), Springfield (9.8), Leichhardt – One Mile (9.3) and North Ipswich – Tivoli (8.2)

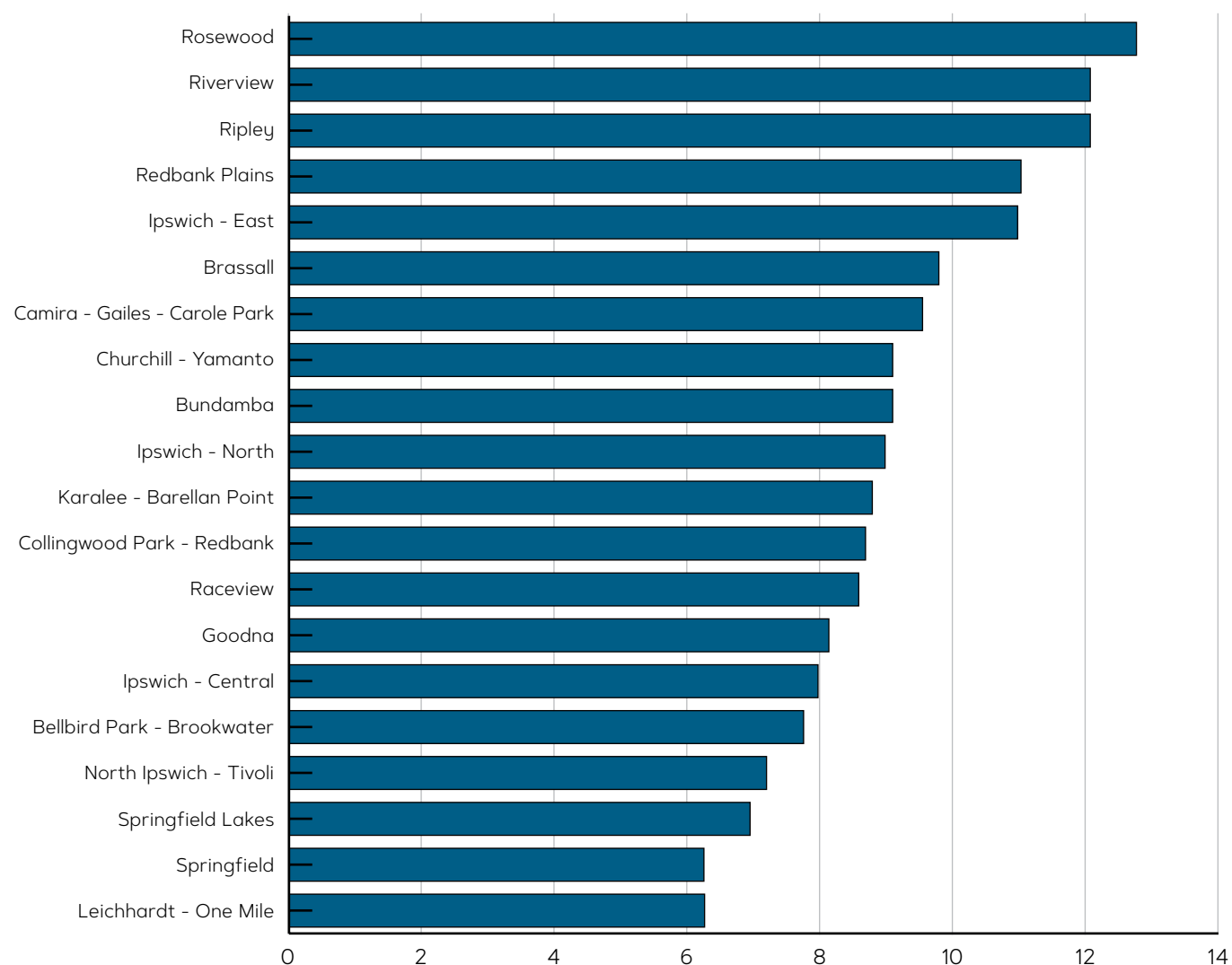
Figure 19: Priority score for SA2 for walking and cycling



It was assessed if this ranking changes if carried out separately for cycling and walking.

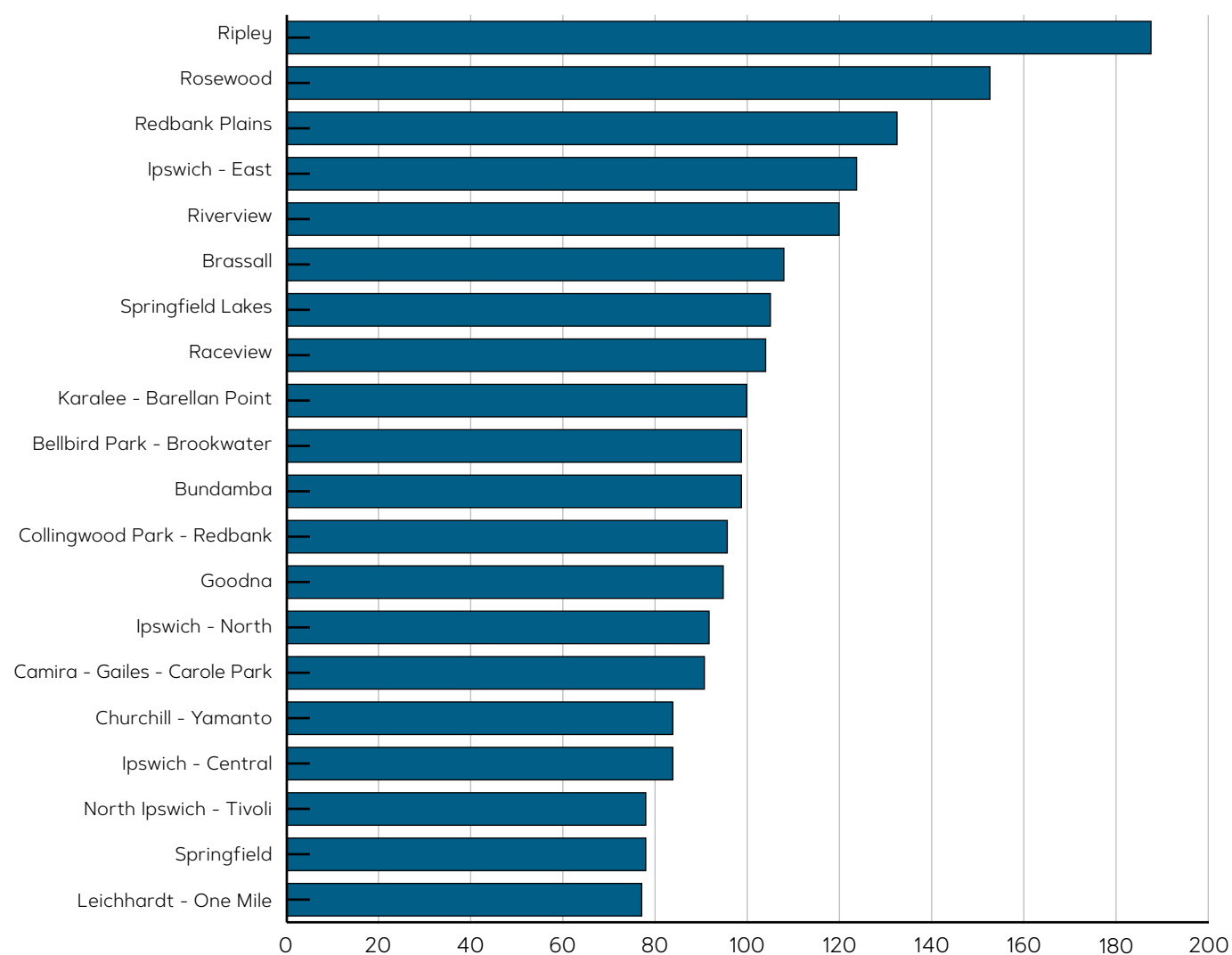
The highest scoring SA2's for walking were Rosewood (12.8), Riverview (12.1), Ripley (12.1), Redbank Plains (138), Ipswich – East (134), Brassal (113), Camira-Gailes-Carole Park (106), Churchill – Yamanto (99), Bundamba (104, Ipswich – North (97), Karalee – Barellan Point (95)), Collingwood Park – Redbank (101), had a medium score. The lowest priority score was in Raceview (104). Goodna (95) Ipswich – Central (94), Bellbird Park-Brookwater (109), North Ipswich – Tivoli (83), Springfield Lakes (105), Springfield (73) and Leichhardt – One Mile (72).

Figure 20: Priority Score for SA2 for walking infrastructure



The highest scoring SA2's for cycling were Ripley (188), Rosewood (153), Redbank Plains (133), Ipswich – East (124), Riverview (120), Brassall (108), Springfield Lakes (105), Raceview (104), Karalee – Barellan Point (100), Bellbird Park-Brookwater (99) and Bundamba (99). Collingwood Park – Redbank (96), Goodna (95), Ipswich – North (92), Camira-Gailes-Carole Park (91), Churchill – Yamanto (84), had a medium score. The lowest priority score was in Ipswich – Central (84), North Ipswich – Tivoli (78), Springfield (73) and Leichhardt – One Mile (77).

Figure 21: Priority Score for SA2 for cycling infrastructure



7.0 ACTION PLAN

WALKING

The walking strategies in this document have considered best practice approaches and research results. For example, every person is walking every day being it for recreation or active transport. A key element in proven walking strategies is therefore to recognize that people who walk choose to do so for different purposes and needs and many walks don't necessarily have a purpose.

Several factors influence the decision to walk. Addressing or minimizing barriers that influence the decision to walk is therefore crucial for encouraging more people to walk, to keep walking or run more often. Giles-Corti (2001) found that people walk 50% more often for recreational purposes or active transport if they have a footpath in their street. They are twice as much likely to walk when they have a comfortable physical environment and more than twice as likely to run if they have friends or social influences that encourage them.

Table 11: Actions, priorities and responsibilities for better walking and cycling

Building a connected, sustainable and safe recreational cycling and walking network.			
1. Connected	Create a connected, sustainable and integrated network that links destination hubs, recreational outdoor spaces and major centres. Provide choice within the cycling and walking network for different types of users to walk and cycle to parks and natural areas.	Priority	Owner
1.1	Ipswich – Boonah Trail Investigate with State Government the status of the Boonah – Ipswich Trail and the delivery of a multi-use, non-motorised recreation trail connecting the communities of Ipswich and Boonah. Connect the trail to the network of multi-use and single-use recreation trails developed as part of the Ipswich City Council's Flinders Goolman Conservation Estate.	High	IED (E&S)
1.2	White Rock Spring Mountain Conservation Estate Master Plan. Plan and implement Stage 1 of the Master Plan. This includes enhanced entry zone, themed trails, formalise Long Walk and Ride, investigate new mountain bike trail locations, bouldering, boardwalk and new walking trails.	Medium-High	IED (E&S)
1.3	White Rock Spring Mountain Conservation Estate Master Plan. Evaluate Stage 2-4 and identify further walking and cycling infrastructure. This includes continuation fire management, monitoring of unauthorised access, trail condition audits, planning and installation of wayfinding signage.	Medium-Low	IED (E&S)
1.4	Review corridor plans for Bundamba Creek, Ironpot Creek and Deebing Creek developed as part of the Habitat Connection Project. The intent for the corridor plans was to enhance the community connections into and along creek corridors and to provide pathways for walking and cycling.	High	IED (E&S, ISP)
1.5	Implement pathway connections as per reviewed corridor plans for Bundamba Creek, Ironpot Creek and Deebing Creek.	Medium	IED (E&S, ISP)
1.6	Investigate and develop corridor plans for Woogaroo Creek and Six Mile Creek.	Medium	IED (E&S, ISP)
1.7	Implement pathway connections for Woogaroo Creek and Six Mile Creek.	Low	IED (E&S, ISP)
1.8	Investigate walk and cycle connection between White Rock and Flinders-Goolman Conservation Estate.	Medium	IED (E&S, ISP)

1. Connected	Create a connected, sustainable and integrated network that links destination hubs, recreational outdoor spaces and major centres. Provide choice within the cycling and walking network for different types of users to walk and cycle to parks and natural areas.	Priority	Owner
1.9	Undertake a gap analysis for minor pathways infrastructure and develop a program to upgrade walk and cycle infrastructure within and accessing major citywide recreation and linear parks and natural areas.	High	IED (ISP)
1.10	Develop an investment program for walking and cycling paths and trails in large scale and linear parks and natural areas in high-priority areas.	High	IED (ISP)
1.11	Implement an investment program for walking and cycling paths and trails in large scale and linear parks and natural areas in high-priority areas.	Medium	IED (ISP)
1.12	Develop an urban walking loop investment program in high-priority areas. Identify gaps in walking loops within the existing network. The investment program for infrastructure to fill gaps in the network.	High	IED (ISP)
1.13	Implement the urban walking loop investment program in high-priority areas.	Medium	IED (ISP)
1.14	Develop a pedestrian path network program to provide shortcuts through parks where opportunities exist.	High	IED (ISP)
1.15	Identify and develop a pedestrian and cycle pathway program for linear parkland in high-priority areas not captured by the iGo ATAP. Linear parkland provides opportunities for recreational trails, accommodating formal walking/cycling with connectivity to the open space network.	Medium	IED (ISP)
1.16	Implement pedestrian and cycle pathway program for linear parkland in high-priority areas not captured by ATAP..	Low	IED (ISP)
1.17	Identify and develop masterplans and concepts for paths and trails in urban bushland areas.	Medium	IED (ISP, E&S)
1.18	Implement paths and trails in urban bushland areas.	Low	IED (ISP, E&S)
1.19	Continue to collaborate with external organisations and the ATAP to develop a bikeway connection from Riverlink to Brassall Bikeway.	High	IED (ISP)
1.20	Investigate pathway extensions along the river in Cribb Park.	Medium	IED (ISP)
1.21	Investigate widening of pathways on the park run route in Limestone Park.	Medium	IED (ISP)
1.22	Investigate and develop an action plan for footpaths in residential areas (not captured by ATAP).	Medium	IED (ISP)

2. Comfortable	Provide comfortable and attractive walking routes that have facilities to make cycling and walking easy and increase the usability of the network. Designated walking areas should allow unhindered movement by providing sufficient space.	Priority	Owner
2.1	Collaborate with other areas of Council in developing and implementing an 'Urban Greening Action Plan' to ensure pathways are shaded by trees when located in parks, recreational areas and along rivers and waterways in high-priority areas.	High	IED (E&S)
2.2	Undertake an audit of existing walk and cycle facilities in parks and open space and identify quick-fix maintenance works to make an immediate improvement to the network.	Medium	IED (AM)
2.3	Investigate and plan for supporting walking and cycle infrastructure in parks and open space. Ensure that enough shade and shelter, wayfinding signage, drinking water and places to stop and rest, seating and bicycle racks are provided.	Low	IED (ISP)
2.4	Implement and deliver supporting walking and cycle infrastructure in parks and open space.	Low	IED (ISP)
2.5	Develop and deliver wayfinding signage plans as part of master plans for parks.	Low	IED (ISP)
2.6	Design and construction of pathway lighting for Henry Lawson Park.	High	IED (ISP)
2.7	Design and construction of pathway lighting for Jack Barkley Park.	High	IED (ISP)
2.8	Design and construction of pathway lighting for Limestone Park (Stage 2).	High	IED (ISP)
2.9	Design and construction of new pathway lighting in Creekside Park.	High	IED (ISP)
3. Accessible	Walking and cycling environments should adhere to the principles of inclusive design by ensuring that they are accessible to, and usable by, as many people as reasonably possible. Features should be consistent and easy to understand for all to know intuitively how to navigate within a space.	Priority	Owner
3.1	Collaborate with iGO ATAP to investigate delineation on paths shared by pedestrians and cyclists. Pedestrians will mix with cyclists on shared paths unless delineation between users has been provided.	Low	IED (ISP)
3.2	Ensure appropriate regulatory and guidance signage is provided for existing and proposed walk and cycle routes in parks and open space. Consider signs and pavement markings, directional line marking in high demand locations, directional and distance signs.	Medium	PRS, IED (ISP)
3.3	Develop a Way Finding Action Plan (incorporating design standards) focused around citywide and district parks and natural areas. Consider directional and distance signs in high demand locations.	Low	IED (ISP)
3.4	Implement Way Finding Plan.	Low	IED (ISP)

4. Enjoyable	Provide quality cycling and walking infrastructure that is inviting to pass through or spend time in, considering the user experience and requirements. The public realm should be safe to use at all times of the day and for people to feel safe to spend time in.	Priority	Owner
4.1	Apply Crime Prevention Through Environmental Design (CPTED) principles in the design of all new pathways. Design to reduce crime for walking and cycling routes and spaces without making walking and cycling less convenient.	High	IED (ISP)
4.2	Undertake a CPTED audit for existing pathways and tracks/trails in parks and open space.	High	IED (ISP, AM)
4.3	Develop a CPTED rectification program for existing pathways and tracks in parks and open space.	Medium	IED (ISP, AM)
4.4	Continue to collaborate with relevant departments and organisations to reduce the occurrence of roaming dogs.	High	PRS (CB)
4.5	Continue to collaborate with relevant organisations and departments to reduce crime in parks and open spaces.	High	CCED (ECD)
4.6	Investigate and develop Pathway Lighting Program in parks and open space. Develop principles for lighting walking paths and bikeways taking into consideration user demands, safety and cost efficiencies and develop a program for the lighting of paths. Investigate lighting options and alternatives for pathways such as solar-powered cat's eyes, reflective paint and luminous signage.	High	IED (ISP), CCED (ECD)
4.7	Implement a pathway lighting program for citywide and district parks to allow for night-time use. Taking into consideration user demands, safety and cost efficiencies.	Medium	IED (ISP)
4.8	Investigate extension of lighting times from bridge to University in Robelle Domain.	High	IED (FS)
4.9	Plan, develop and implement walking and cycling routes to consider attractive scenery and natural features.	Medium	IED (ISP, E&S)



Planning and developing supportive cycling and walking communities and growing a positive cycling and walking culture

5. Connected	Our strategic planning prepares us for the city's rapid growth and expansion of infrastructure networks. Planning is based on an evidence-based approach to ensure the delivery of cycling and walking infrastructure is meeting our growth.	Priority	Owner
5.1	Ensure council has the necessary planning capacity and capability to inform good cycling and walking development in parks and open space. Ensure planning scheme requirements support and facilitate walking and cycle-friendly development for recreation.	High	IED (ISP)
5.2	Develop a pedestrian and cycle path user monitoring/counting program. Monitoring of pathways to establish a basis for further embellishments.	Medium	IED (ISP)
5.3	Develop a Desired Standard of Service for walking and cycling paths in parks and natural areas. Including a hierarchy of pathways, tracks and trails e.g primary and secondary paths.	Medium	IED (ISP)
5.4	Develop precinct and master planning to establish walking and cycling infrastructure in high-priority areas.	Medium	IED (ISP)
5.5	Optimise walking and cycling pathways in the development of precinct and master plans for citywide and district parks and natural areas.	High	IED (ISP, E&S)
5.6	Investigate and use walk scoring tools to assist in the development of precinct and master planning of parks and natural areas and to make informed land-use decisions that encourage and promote walking and cycling outcomes.	Medium	IED (ISP)
5.7	Plan for walking and cycling paths and tracks in high population growth areas for in time delivery.	Medium	IED (ISP, E&S)



6. Comfortable	Deliver educational walking and cycling programs and activities that develop confidence, skills and encourage long-term behavioural change. Educate the community on how to use the walk and cycle network safely and how to respect those who use it. Encourage more children to walk and cycle to school in Ipswich.	Priority	Owner
6.1	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).	Ongoing	CCED (CCS)
6.2	<p>Expand community education workshops to educate users and instil confidence when walking or cycling, including (but not limited to):</p> <ul style="list-style-type: none"> ▪ bicycle Skills and Maintenance workshops ▪ other community education workshops such as Females Cycling, Become Better Road Cyclists and all abilities workshops ▪ educating users of shared paths (e.g. competitive cyclist vs the slow recreational riding family vs the strolling pedestrian) ▪ workshops improving children's bike education, road safety and confidence. 	Medium	CCED (CCS)
6.3	<p>Promotion/encouragement efforts should target key groups including:</p> <ul style="list-style-type: none"> ▪ general residents of the city ▪ school students and university students as a particular user group who have the potential to walk and cycle more ▪ low income/disadvantaged residents who have reduced travel choices due to limited access to cars and low disposable income ▪ existing cyclists and walkers cycling/walking for recreation/sport/health to cycle/walk more for transport purpose trips ▪ workplaces ▪ families with children. 	Ongoing	CCED (CCS)



7. Accessible	Seek, develop and maintain partnerships that will promote, facilitate and support recreational walking and cycling in Ipswich. Ensure cycling and walking information and tools are easily accessible to the Ipswich community	Priority	Owner
7.1	<p>Plan and implement in conjunction with key stakeholders events and initiatives to promote and encourage walking and cycling, including:</p> <ul style="list-style-type: none"> community groups to hold regular group bike rides that target different user groups such as retirees, females, teenagers, etc. This could include a 'Style over Speed' type ride to encourage making cycling trendy the Heart Foundation to deliver and promote their Walking Program local community groups (e.g. Ipswich Cycling Club) to hold regular events such as cycle races, fun runs and triathlons in the region. 	Ongoing	CCED (CCS)
7.2	<ul style="list-style-type: none"> Collaborate with iGO ATAP to 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. 	Medium	CCED (CCS)
8. Enjoyable	Foster a culture of safe walking and cycling in Ipswich through developing social connections via walking and cycling programs networks and the promotion of these networks. Foster a culture of safe walking and cycling in Ipswich through educational, promotional and behavioural change programs and activities. Promote increased walking and cycling to encourage behavioural and cultural change.	Priority	Owner
8.1	<p>Plan and implement events and initiatives to encourage behaviour change. Examples of activities that could be undertaken include:</p> <ul style="list-style-type: none"> Encourage the development and support of existing local Bicycle User Groups (BUG). Undertake local area challenges targeting various user groups such as local employees. Partner with community organisations holding events in areas of need (e.g. Ebbw Vale to Goodna Corridor) to provide bikes to those who cannot afford them such (e.g. 'Cycle Recycle Days' where old bikes are donated and then fixed and given to people who cannot afford a bike or 'Bike Swaps' where people can come and swap their bikes this is especially good for children as they grow). Deliver a range of activities during Bike Week each year such as Bicycle Skills and Maintenance Workshops, Group Rides, Movie Nights, Ride with a Buddy to Work. Explore opportunities for Community Street Events to promote walking and cycling. 	Ongoing	CCED (CCS)

8.0 IMPLEMENTATION

8.1 PERFORMANCE INDICATORS AND BENCHMARKING

It is important to identify benchmarking and performance indicators as this can help to ensure the successful implementation of the RCWAP. The ongoing collection and analysis of physical activity data and investment into walking and cycling infrastructure can:

- show how the vision and objectives of the RCWAP are implemented
- assist in managing investments and improving decision-making
- assist with ongoing planning for walking and cycling related infrastructure.

Regular monitoring will also allow the council to fine-tune the action plan and any reviews for walking and cycling activities.

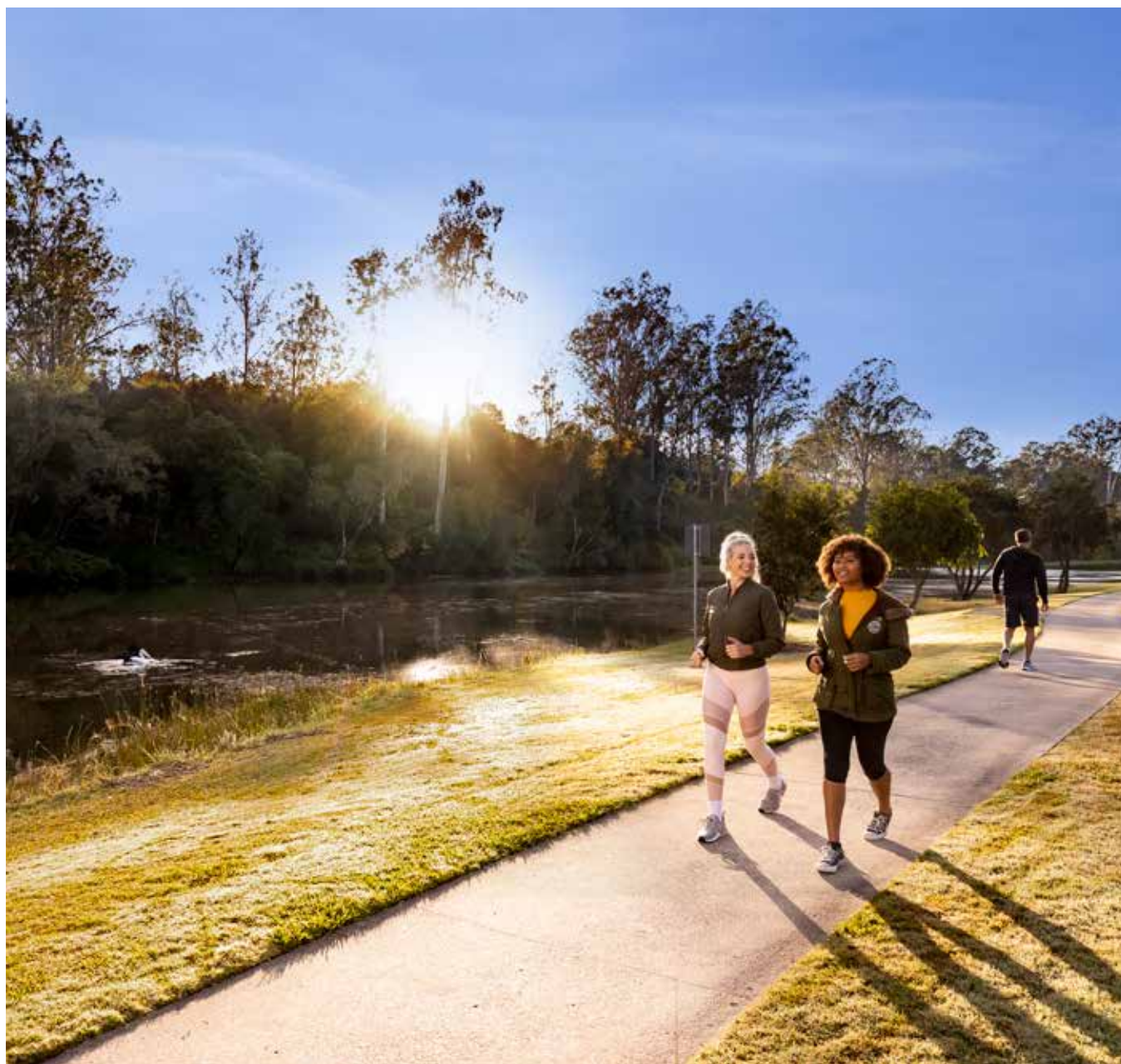
Table 12: Performance indicators, measures, data sources and KPI's

Performance indicator	Measure	Where are we now	Potential data source	10 years
Growth in connected path network	Km of new park paths constructed	226.1 km of park paths	Council GIS database and records of new constructed pathways and tracks	Increase by 100%
	Km of new designated cyclin paths constructed	149km of 2.5 m wide shared pathways		100%
	Km of new walking tracks and trails constructed	currently 55.6 km of walking tracks and trails		100%
	Km of new cycling tracks and trails constructed	55 km of cycling tracks and trails in Ipswich		100%
Growth in supporting infrastructure	Number of shelters	982 shelters	Council GIS database and records of newly constructed shelters and drinking fountains	50%
	Number of drinking fountains	333 drinking fountains		50%
Participation in sport and physical activities	% of physical inactivity	32% inactive adults	Analysis of Sport, Recreation and Physical Activity Levels and Trends Report, online community survey	5%
	% of active adults	68% active adults		5%
Participation in walking and cycling	% in adult walking participation	53% any walking 15% hiking/ bushwalking 13% running/ jogging	Analysis of Sport, Recreation and Physical Activity Levels and Trends Report, online community survey	10% 5% 5%
	% in cycling participation	16% off-road cycling 10% on-road cycling		5% 5%

8.2 MONITORING AND REPORTING

The RCWAP is a key delivery of the Active Ipswich Strategy 2031. As part of the AIS2031, a working group will be established to coordinate the delivery of AIS2301 and its action plans. The key role of the group will be to ensure actions are prioritised, funded, implemented and coordinated across council to optimise and maximise the potential for success and efficiency.

Following council's Integrated Planning and Reporting Framework, an AIS2031 annual report will be published. This report will present how the RCWAP is being implemented provides a status on the actions and deliverables.



9.0 APPENDICES

9.1 APPENDIX A: LITERATURE ANALYSIS

Analysis of Sport, Recreation and Physical Activity Levels and Trends in Ipswich City (2020)

Overview

- This 2020 study reviews the previous 2006 and 2012 analyses. It provides up-to-date trends data on Ipswich residents' participation in sport, recreation and/or physical activities and the motivations and barriers that influence participation.

Relevant key findings

- Walking is overwhelmingly the most popular activity chosen by active adults over 14 years in Ipswich. Over half of respondents (53%) reported doing at least one of the following walking activities: walking for recreation, walking for transport and walking the dog.
- Walking (53%) is the most popular physical activity for all age groups in Ipswich over 25 years old. Followed by gym/weights (23%), off-road cycling (16%), hiking/bushwalking (15%), running/jogging (13%) and any on-road cycling (10%). (Figure XX)
- Any walking is the most popular activity amongst females and the third most popular among males.
- Hiking and bushwalking is the fourth (for males and females) and running or jogging is the fifth most popular activity (sixth for males and third for females)
- Any off-road cycling is the second most popular activity amongst males and the tenth most popular among females.
- Any on-road cycling is the sixth most popular activity (fifth for males, tenth for females).
- Sixteen per cent of respondents reported engaging in at least one of the following off-road cycling activities: mountain biking, gravel bike riding, cyclocross or BMX riding.
- The proportion of respondents classed as active adults were highest in the Statistical Areas Level 2 (SA2s) of Ipswich North (89%), Ripley (87%) and North Ipswich- Tivoli (81%) and lowest in the SA2s of Riverview (44%), Leichhardt-One Mile (54%) and Redbank Plains (58%).
- Key barriers to participation in physical activities are lack of time (51% of respondents), too expensive (18% of respondents), physical constraints (13% of respondents) and lack of motivation (9% of respondents). In contrast, some respondents voted lack of facilities available and facilities too far away (8% and 7% respectively). Being too old was not in the top ten anymore.
- The most common activity that children engaged in was football/soccer (21%), closely followed by swimming (18%) and then walking (12%), including any one of walking for recreation, walking for transport or walking the dog.
- The most important issues for impacting Ipswich's residents' enjoyment of parks and bushland areas were the feeling of safety (73%), well maintained and clean facilities (69 %), lots of shady trees and vegetation (60%), a place to be physically active and healthy (47%) and a network of walk/cycle paths and trails (46%).
- The highest funding priority for sport, recreation, parks of bushland project by survey respondents was to upgrade bike paths and walking trails (24%).

Figure 22: participation rates for physical activities

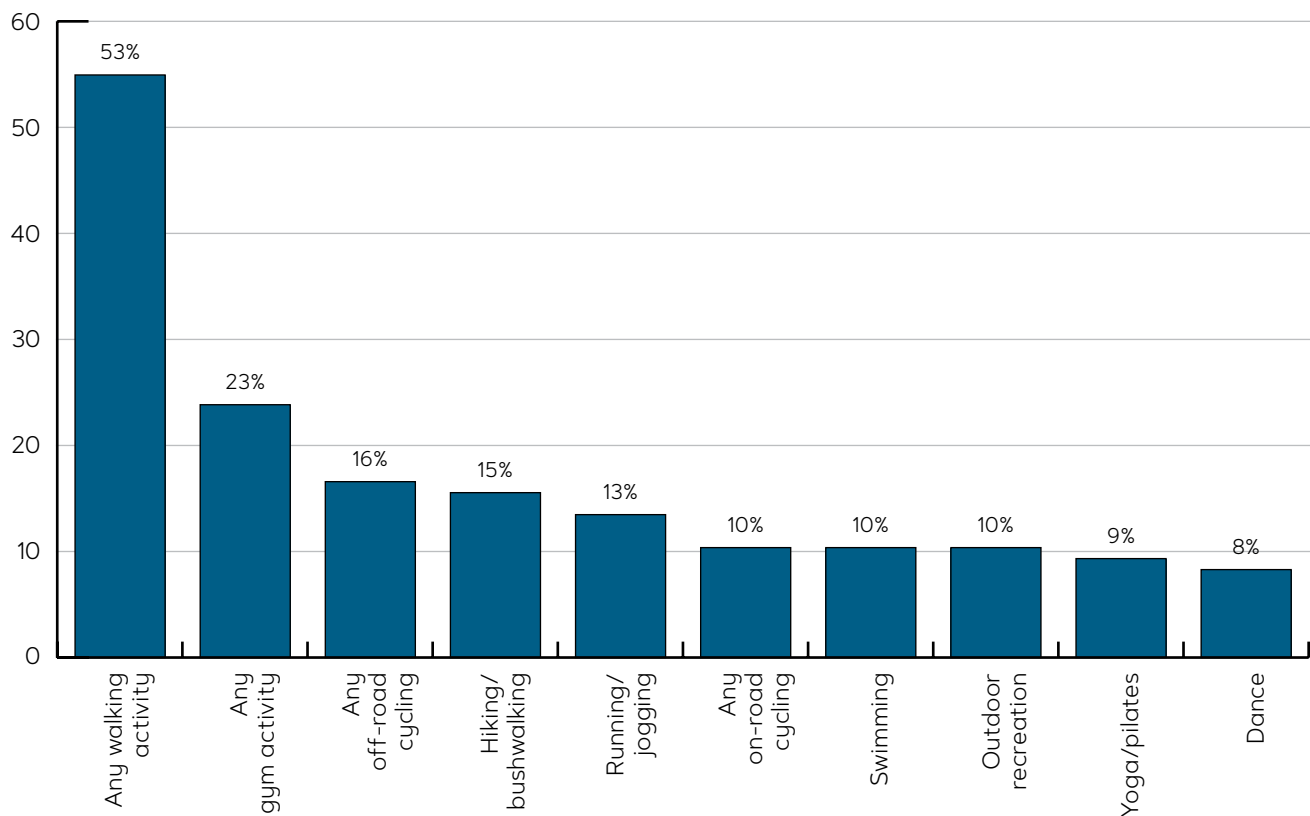


Table 13: Top ten activities for adults and children

Rank	Adults – top ten activities	% Reporting	Children – top ten activities	% Reporting
1	Any walking activity	53	Soccer (football)	21
2	Any gym activity	23	Swimming	18
3	Any off-road cycling	16	Any walking activity	12
4	Hiking/bushwalking	15	Dancing	12
5	Running/jogging	13	Playground play	11
6	Any on-road cycling	10	Basketball	10
7	Swimming	10	Netball	9
8	Outdoor recreation	10	Rugby League	8
9	Yoga/Pilates	9	Athletics	8
10	Dance	8	Gymnastics	8

Activity type by gender

The key population sub-groups for gender and age reported different types of activity (Table 14). All except one activity in the top ten were the same for males and females, just in different orders. For females' playground, play and dance were in the top ten but were not for

males. For males' soccer (football) was in the top ten most common activities but was not for females. Off-road cycling was far more popular among males (2nd ranking), compared to females (10th ranking).

Table 14: Proportion of active adults reporting types of activity (top ten only) in 2019 by gender

Rank	All respondents	Male	Female
1	Any walking activity ¹	Any gym activity	Any walking activity
2	Any gym activity ²	Any off-road cycling	Any gym activity
3	Any off-road cycling ³	Any walking activity	Running/jogging
4	Hiking/bushwalking	Hiking/bushwalking	Hiking/bushwalking
5	Running/jogging	Any on-road cycling	Outdoor recreation
6	Any on-road cycling ⁴	Running/jogging	Playground play
7	Swimming	Swimming	Swimming
8	Outdoor recreation	Outdoor recreation	Yoga/pilates
9	Yoga/pilates	Yoga/pilates	Dance
Dance	Soccer (football)	Soccer (football)	Any off-road cycling
Total	1,091	436	655

1 This includes 'walking for recreation', 'walking for transport' and 'walking the dog'

2 This includes 'weights training' and fitness classes

3 This includes 'mountain biking', 'BMX riding'

4 This includes 'cycling (road)' and cycling (criterium)

Activity type by age group

There were differences in the top ten most common activities across the different age groups (Table 15).

Table 15: Proportion of active adults reporting types of activity (top ten only) in 2019 by age group

Rank	All respondents	14-24 years	25-49 years	50-59 years	60+ years
1	Any walking activity	Any walking activity	Any walking activity	Any walking activity	Any walking activity
2	Any gym activity	Any gym activity	Any gym activity	Any off-road cycling	Any gym activity
3	Any off-road cycling	Dance	Any off-road cycling	Any gym activity	Any off-road cycling
4	Hiking/bushwalking	Playground play	Running/jogging	Dance	Hiking/bushwalking
5	Running/jogging	Outdoor recreation	Hiking/bushwalking	Hiking/bushwalking	Running/jogging
6	Any on-road cycling	Running/jogging	Any on-road cycling	Swimming	Swimming
7	Swimming	Soccer (football)	Outdoor recreation	Yoga/pilates	Any on-road cycling
8	Outdoor recreation	Geocaching	Swimming	Fishing	Yoga/pilates
9	Yoga/pilates	Hiking/bushwalking	Playground play	Geocaching	Outdoor recreation
Dance	Dance	Rugby Union	Soccer (football)	Martial Arts	Dance
Total	1,061	116	607	169	169



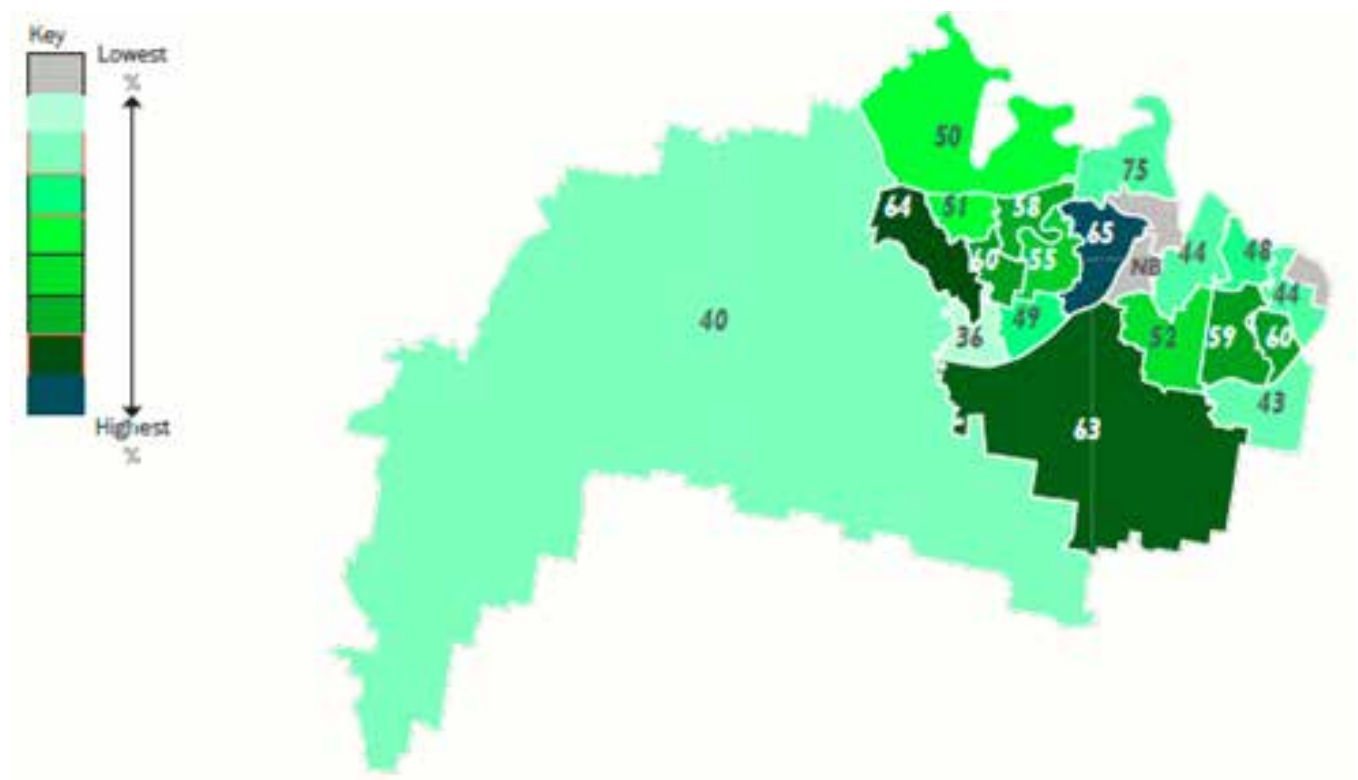
Activity type by suburb

Another way to examine the most popular activities is by region within the council area. This helps to identify if there are areas within the council region that have higher proportions of residents engaging in a particular type of activity, which enables the council to further understand and respond to this need.

The proportion of respondents classed as active adults were highest in the Statistical Areas Level 2 (SA2s) of Ipswich North (89%), Ripley (87%) and North Ipswich-Tivoli (81%) and lowest in the SA2s of Riverview (44%), Leichhardt-One Mile (54%) and Redbank Plains (58%).

Figure xx and shows the proportion of respondents within each SA2 region who reported participating in walking and off-road cycling. (Note: Riverview only had 11 active respondents who reported on their types of activity; therefore the cell size is too small to report.)

Fig. 23 Proportion of active adults (n=1,061) who reported any type of walking activity



Key

Lowest %

Highest %

Map showing the percentage of the population aged 65 and over by electoral district in New Brunswick. The map uses a color scale from light yellow (lowest percentage) to dark brown (highest percentage). The percentages for each district are: 9, 12, 21, 16, 25, 13, 17, 23, 10, 18, 6, 21, 24, 26, and 20. The district labeled 'NB' is also shown.

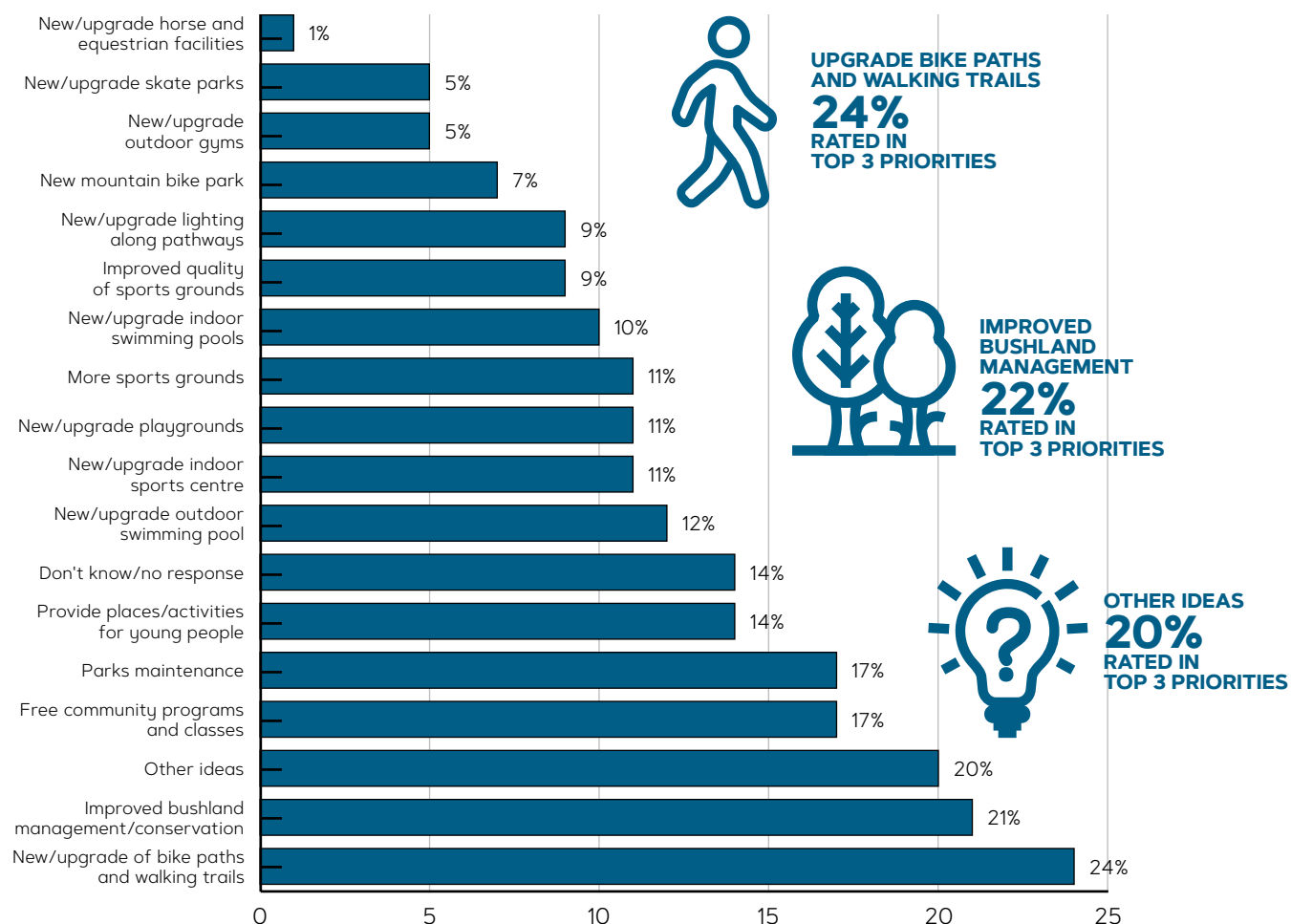
- 51

Summary of activity patterns of the Ipswich community



Trends Study (2020) p74 - 6.14 Summary of activity patterns of the Ipswich community

Figure 25: Funding priorities for sport, recreation, parks or bushland projects



Analysis of Sport, Recreation and Physical Activity Levels and Trends in Ipswich City (2012)

Overview

This 2012 study was the second analysis to obtain data from Ipswich's residents participating in sport, recreation and physical activity. The 2012 report reviews the 2006 Analysis and through various means of community consultation and background research, provides up-to-date trends data on Ipswich residents' participation in sport, recreation and/or physical activities and the motivations and barriers that influence participation.

Relevant key findings

- Walking (44.5%) is the most popular physical activity for all age groups in Ipswich over 25 years old. Followed by gym/weights (15%), cycling (12%) and running/jogging (9%).
- Walking continues to be the most popular activity for Australians, Queenslanders and Ipswich residents. Ipswich participation grew by 15.5% from 2006.
- Walking is considered the second most popular activity for the younger age groups.
- Walking is the third most popular activity people would like to participate in, in the future.
- Participation in cycling experienced the second-largest amount of growth between 2006 and 2011, with participation rates increasing by 8.6%.
- Participation rates in cycling in Ipswich are higher than the national and state averages.
- Cycling is the second most popular sport among males aged 35 to 59 years old.
- Cycling ranked fourth as a sport that the people of Ipswich would like to participate in.
- The increased response rate for building, improving and building new pedestrian and cycleways is consistent with the increasing number of people within Ipswich that are walking and cycling. Council may need to note that many respondents feel that little has been done to the existing walkways since the previous analysis.
- Similar to the results from 2006, football/soccer (outdoor) and swimming remain the two most popular activities participated in by active children. Dancing experienced the largest amount of growth in participation rates between 2006 and 2011 at 3.5%, making it the third most popular activity.
- Key barriers to participation are lack of time (46% of respondents), physical constraints (15% of respondents), age (too old) (8%) and nothing, not interested (7% of respondents). In contrast, some respondents voted lack of facilities available and facilities too far away (2% each).

Analysis of Sport, Recreation and Physical Activity Levels and Trends in Ipswich City (2006)

Overview

This 2006 study was the first analysis to obtain data from Ipswich's residents participating in sport, recreation and physical activity. Results from the survey were compared to National, State and Regional trends so they could be considered for future planning of facilities, activities and services.

Relevant key findings

- Walking (29%) is the most popular physical activity for all age groups in Ipswich over 25 years old. Followed by gym/weights (12%), swimming (7%) and running/jogging (4%). Cycling was on rank 7 with 3% participation.
- Common reported barriers to participation include lack of time (39%), age (too old or young) (21%), physical constraints (injury)(16%) or nothing (not interested)(10%).
- Walking is the most popular sport, recreation or physical activity of choice by all Australians. Participation in walking is far greater than any other activity and continues to grow.
- Bushwalking ranks in 8th position on the National top-ten list and 9th in Queensland. Levels of participation in Queensland have fluctuated over the last three years (rising and falling) however, the activity remains popular.
- Overall participation rates in cycling remain stable, however, cycling is an activity that can be undertaken by individuals in their own free time without direct club involvement. It is therefore likely to remain popular in the future.
- Soccer (18%), swimming (17%), gymnastics (6%), cycling (6%) and rugby league (6%) are the most popular sports for children in Ipswich.
- The highest funding priorities for sport, recreation, parks or bushland projects by survey respondents were more and improved bike paths and walking trails (12%)

Strategic Planning Documents

iGO Active Transport Action Plan (ATAP) (2016).

Overview

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

Relevant key findings

- The 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.
- ATAP user group types are school children, commuter and utility users, elderly and disabled persons and other wheeled devices.
- For cyclists, the active transport network in Ipswich is not well developed, with limited existing shared paths and dedicated cycle lanes. There are approximately 100 kms of shared paths (2.5m wide path or greater) and 140kms of dedicated cycle lanes/Bicycle Awareness Zones (BAZ) within the LGA.
- 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.
- Classification and definition of cyclists in no way no how (15%), interested but concerned (57%), enthused and confident (23%), strong and fearless (5%).
- Classification and definition of walkers in unwilling walkers (8%), willing but constrained (51%), willing and motivated (31%), willing and committed (10%).
- 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 and Growing an Active Transport Culture.
- Mode share targets for a population of 435,000 residents is a participation rate of 11% for walking (currently 8.5%) and 3% for cycling (currently 0.5%).
- 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.
- 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.

City of Ipswich Sport and Recreation Strategy 2015-2020 (2015)

Overview

The Sport and Recreation Strategy 2015-2020 provides council with a five-year strategy and targeted action plan detailing how to provide greater sport and recreation opportunities within the city.

Relevant key findings

- The council may need to review the level of support it provides to facilitate participation in non-organised activities. Resource allocation is usually biased towards more formal club sports, and as this study demonstrates, the majority of residents are seeking more informal, less organised activities.
- Many women do not walk in the bushland/ conservation areas due to safety concerns. Opportunities may exist for council to partner with walking or environmental groups to conduct social walking tours.
- The council needs to support the growing trend of walking by ensuring the appropriate infrastructure such as water bubblers, shaded bench seats and wayfinding signs are in place to make the experience for residents more comfortable. Points of interest such as distance markers should be incorporated to provide users with a variety of options and to keep track of distances they walk.

City of Ipswich Open Space and Recreation Strategy (2014)

Overview

This strategy provides an overarching strategic direction for recreation, sport and natural areas, which incorporates and aligns with the current public parks network and planning framework. The strategy proposes a 10-year implementation period through to 2024

Relevant key findings

Walking, jogging and running

- Highest participated sport, recreation and physical activity in Ipswich
- Increasing demand
- Limited off-road facilities
- Un-organised activity, few clubs/ groups
- Need for more supporting infrastructure - lighting, shade, seating
- Need for more defined routes/trails

Cycling

- High participation, increasing
- Limited safe, off-road facilities
- No designated training or competition facility
- Demonstrated need (Ipswich City Council Velodrome Analysis)

Bushwalking

- Increasing participation
- Limited formalised areas to participate
- Lack of information/promotion
- Limited signage and supporting facilities
- No State land - National Park or Forest

City of Ipswich Outdoor Recreation Plan (2015)

Overview

The Outdoor Recreation Plan is the council's key policy document for planning and development of outdoor recreation within the City's open space network and fits within the framework provided by the Open Space and Recreation Strategy.

Relevant key findings

Natural assets need to be highlighted via walkways and information signs to increase people's knowledge of Ipswich's natural assets.

iFuture Corporate Plan 2021–2026 (2021)

Overview

iFuture represents:

- Your Vision: the community's vision for 2041.
- Our Journey: that everyone has a role in getting there.
- Council's Plan: for the next five years.

The four themes of iFuture

- Vibrant and Growing
- Safe, Inclusive and Creative
- Natural and Sustainable
- A Trusted and Leading Organisation

Each theme includes a 20 year vision statement and our outcomes to achieve over the next five years, identified catalyst projects and key service areas that contribute to the achievement of the outcomes, and a section for how the community can contribute toward our journey.

Relevant key findings

Goals under the Vibrant and Growing theme:

- Our city's design and development promote quality place making and liveability. Positive environmental, sustainable, inclusive, and cultural outcomes are sought. Our city is also well connected with active and public transport options.
- Our city is active and healthy with a variety of activities, facilities and services on offer for all to take part.
- Our strategic planning enables us to prepare and respond to the city's rapid growth and expansion of infrastructure networks and will be underpinned by an evidence-based approach to determine community needs in meeting our growth.
- Catalyst project: Active Ipswich Strategy and implementation plan to increase access and opportunity for participation in sport, recreation, physical activity and nature based recreation.

The goal under the Natural and Sustainable theme infers our natural environment is interconnected across the city. It is managed to balance positive conservation and nature-based recreation outcomes, including wildlife habitat protection.

Advance Ipswich (2015)

Overview

Advance Ipswich is council's long-term vision (30 years) for the city and reflects the community's needs and desires for the future.

Relevant key findings

- There is a desire to ensure the city creates local jobs and businesses to grow the economy while providing housing, education opportunities, shopping and entertainment venues, recreation and sports facilities, community services, transport, and other infrastructure.
- Support economic activity based on health, well-being, and human services.
- Develop a strong network of centres to support community connectedness and identity, and accessibility to services and facilities that contribute to both social and economic outcomes.
- Implement an integrated open space plan that provides land and facilities to meet the community's active and passive recreation and leisure needs.
- The two most important priorities for growing and servicing the city were the delivery of infrastructure to match population and growth and creating walkable connected and serviced neighbourhoods.

Corporate Plan 2017–2022 (2016)

Overview

Council's Corporate Plan 2017–2022 identifies the five-year priorities established by the community and is the guiding document for all council outcomes in this period. While Advance Ipswich is about communicating the 'shared vision' with the community, the Corporate Plan is about 'making it happen'.

Relevant key findings

- This document delineates responsibilities for each of the strategies contained in the Advance Ipswich document, to the appropriate department.
- Theme 2: Managing growth and delivering key infrastructure. Goal 2: Plan and develop a vibrant and sustainable city that accommodates the needs of a diverse and growing population and economy.
- Strategy 5: Provide an integrated open space network that is accessible and meets the recreational needs of residents and visitors. Ongoing planning and delivery of shared pedestrian/cycle pathways through Ipswich's vast linear open space corridors.

Operational Plan 2020-2021

Overview

The Annual Operational Plan sets specific projects and actions that will be undertaken in one year of the five-year Corporate Plan.

Relevant Key Findings

- Foster a diverse range of activities to promote sustainable, healthy lifestyles and community well-being.

City of Ipswich 2019-2020 Budget

Overview

The budget outlines planned expenditure for the upcoming financial year and provide long-term financial forecasts.

Relevant findings

- The separate charge for the Ipswich Enviroplan collected by the council is to be used in the manner determined by the council to provide the greatest benefit for the enhancement of the environment of the LGA, which includes the acquisition, management and protection of bushland areas and for the provision of facilities for public access to bushland areas in the LGA.

Three Year Capital Works Program 2020-23

Overview

Council has developed a city-wide three-year capital works program that is refined each financial year. The document details the Capital Works Program for the Parks, Sport and Environment Program. This program provides for improvements to parks, recreational areas and drainage reserves.

Capital Works Program

- Strategic Parks and Sports
- Developer Funded Parks
- Local Parks and Sports
- Natural Environment/Stormwater
- Enviroplan

Relevant findings

- Cycle and walking infrastructure in parks and natural areas get funded primarily through the Developer funded Parks Program and the Local Parks and Sports Program. The following table outlines planned cycling and walking projects and infrastructure spend from 2020-2023.



Table 16: Planned cycling and walking projects and infrastructure spend from 2020-2023.

Developer Funded Parks Program

Project	Project description	2020-2021 \$'000	2021-2022 \$'000	2022-2023 \$'000	3 year total
Henry Lawson Bicentennial Park pathway lighting, Walloon	Concept design of future pathway lighting	-	-	44	44
Jack Barkley Park, North Booval	Concept design of future pathway lighting	-	53	-	53
Limestone Park, Ipswich	Design and construction of new pathway lighting (Stage 2)	-	77	702	779
Queens Park, Ipswich	Design and construction of new pathways to the café and playground.	201	77	114	392
Developer funded parks walking and cycling projects total		201	207	860	1268
Developer funded park total		3675	3508	5944	13127
Developer funded parks walking and cycling projects % of DFP budget		5.5%	5.9%	14.5%	9.6%

Local Parks and Sports Program

Project	Project description	2020-2021 \$'000	2021-2022 \$'000	2022-2023 \$'000	3 year total
Creekside Park, Springfield Lakes	Design and construction of new pathway lighting.	50	-	624	674
Local parks and sports walking and cycling projects total		50	-	624	674
Local parks and sports total		515	1518	3357	5390
Local parks and sports walking and cycling projects in % of LPS budget		9.7%	0.0%	18.6%	12.5%

There are no walking or cycling-related projects identified in the Strategic Parks and Sports program, Natural Environment/Stormwater program or Enviroplan program.

Annual Report 2019-2020

Overview

The Annual Report provides an overview of the council's activities during the financial year and progress towards achieving the City vision articulated in Advance Ipswich and the Corporate Plan 2017-2022. It provides accountability to the budgetary document.

Relevant Key Findings

- Theme 2 Managing growth and delivering key infrastructure, Goal 2: Plan and develop a vibrant and sustainable city that accommodates the needs of a diverse and growing population and economy. Strategy 5 Provide an integrated open space network that is accessible and meets the recreational needs of residents and visitors.
- White Rock - Spring Mountain Conservation Estate Master Plan: amenity upgrade to Paperbark Flats day-use area, installation of boardwalks and stairs, upgrade to existing tracks, and planning, design and installation of new tracks.

Queensland Walking Strategy 2019-2029

Walking for everyone, every day

Department of Main Roads

Overview

Queensland's first walking strategy to set the direction to improve the walking environment to get more Queenslanders walking more often over the next 10 years.

Relevant findings

- Planning for walkable communities and places to give the necessary support for walking to be considered first in all aspects of planning and development.
- Building connected comfortable and safe walking environments for all.
- Encouraging more people to walk as part of their 'every day to help build a 'walking culture.'
- Working together to deliver for walking to deliver walking environments that are attractive, enjoyable and accessible to everyone.,

Action Plan for Walking 2019-2021

Walking for everyone, every day

Department of Main Roads

Overview

Contains practical and achievable initiatives across these four priority areas, in which the whole Queensland Government will invest over the next two years to make walking an easy and obvious choice for Queenslanders.

Relevant findings

- Deliver the Eco-Tourism Trails Program across regions in Queensland the Queensland Ecotourism Plan 2016-2020.
- Develop a model local government walking survey method to support and inform decision-making about walking. Pilot in conjunction with selected urban and regional local governments.

Walking in Queensland Report 2019

Walking for everyone, every day

Department of Main Roads

Overview

Provides a snapshot of current levels of walking in Queensland and baseline measures for monitoring progress.

Relevant key findings

- A majority of people (70%) walk for recreation and exercise.
- Smooth and even-surfaced paths would encourage 24% of people to walk more.
- Physical barriers that stop Queenslanders from walking more, include distances to destinations (23%), lack of shade and shelter along routes (10%) and lack of suitable paths to destinations (12%).
- Around a third of Queenslanders report our climate as the most common personal barrier to walking.

9.2 APPENDIX B: COMMUNITY ENGAGEMENT

A city-wide engagement program was delivered in early 2021 to inform the development of the Recreational Cycling and Walking Action Plan.

There were two engagement phases throughout the project, with each building on and refining the previous. Direct engagement with council officers occurred between September and October 2020. Online engagement of the broader community occurred in March and April 2021. Approximately 10,000 people were informed of the project, providing them with direct opportunities to participate.

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

Community consultation was conducted online via council's Shape Your Ipswich platform.

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

The online Shape Your Ipswich engagement included:

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

Engagement findings

Phase 1 Engagement Data Summary

Important themes to the Ipswich walking community

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

Important themes to the Ipswich cycling community

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

Important themes to the Ipswich non-walkers and non-cyclists

- A need for safety: from traffic, roaming dogs and crime
- More lighting and visibility along pathways
- Attractive scenery and popularity of a place

The full Community Engagement Report is available under the link:

Objprd.council.ipswich.qld.gov.au/id:A7296866/document/versions/latest

9.3 APPENDIX C: SENSITIVITY ANALYSIS

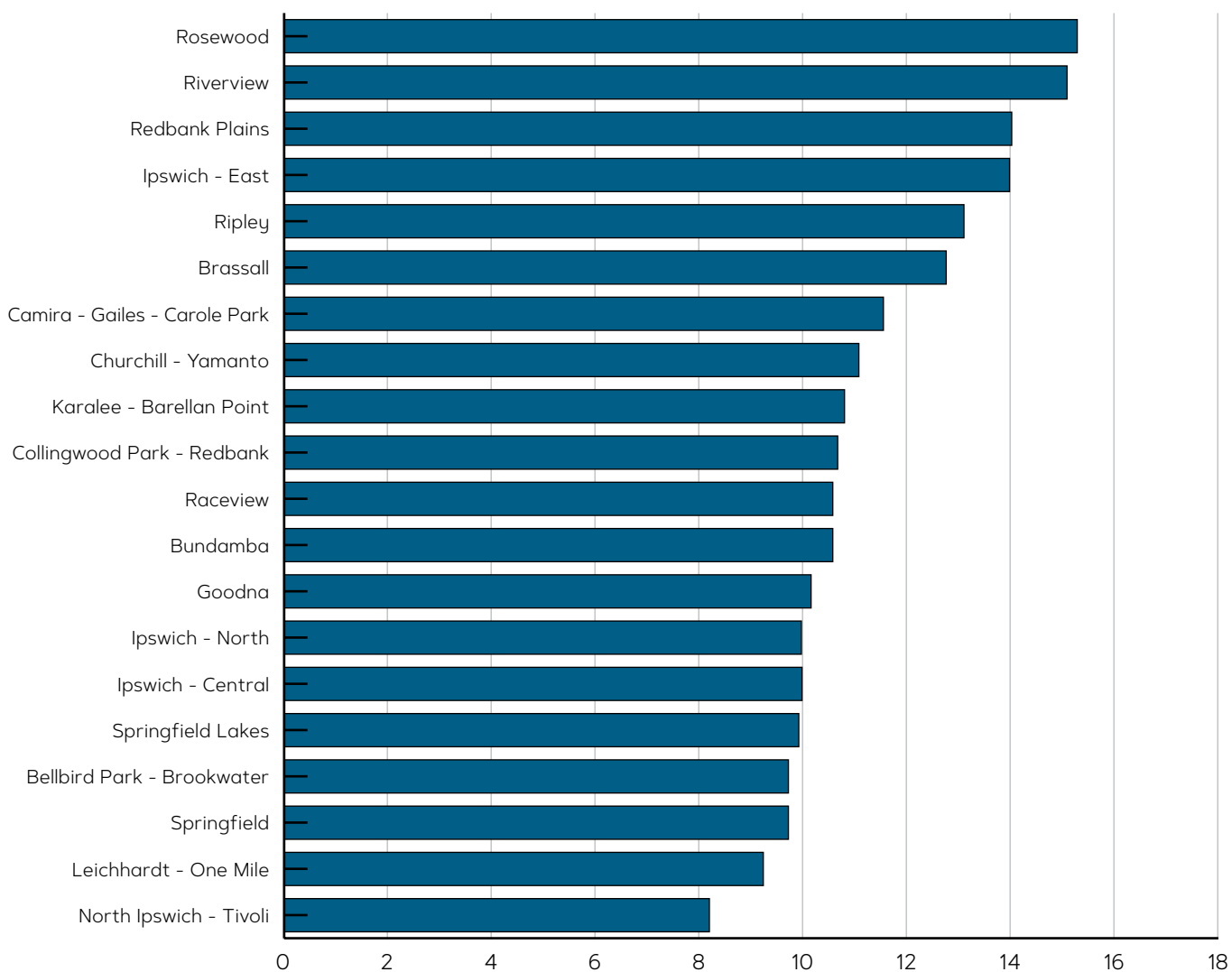
A sensitivity analysis was completed to give an indication in which statistical area levels 2 the value for money for investments for walking and cycling infrastructure projects would be the highest. For this analysis results from the population growth predictions, the analysis of sport, recreation and physical activity levels and trends report and RCWAP survey were used to calculate a priority score for the need for improvements in walking and cycle facilities for each SA2. The base case model has an equal weighting for population growth and health indicators being equally weighted. This was compared with a model focussing on population growth and a model focusing on health indicators.

9.3.1 Base Case Model

The score considers the current and predicted population by 2041 (weighted approx. 30% of the score), health indicators (approx. 30% weighting), participation in walking and cycling activities (approx. 15% weighted), satisfaction levels with existing facilities (5%) and results from the RCWAP survey (approx. 20%).

The highest scores were achieved in the SA2s for Rosewood (15.3), Riverview (15.1), Redbank Plains (14.1), Ipswich-East (14.0), Ripley (13.1), Brassall (12.8), Camira-Gailes-Carole Park (11.6), Churchill – Yamanto (11.1), Karalee – Barellan Point (10.8), Collingwood Park – Redbank (10.7), Raceview (10.6), Bundamba (10.6), Goodna (10.2) Ipswich – North (10.0), Ipswich – Central (10.0), Springfield Lakes (10.0), had a medium score. The lowest priority score was in Bellbird Park-Brookwater (9.8), Springfield (9.8), Leichhardt – One Mile (9.3) and North Ipswich – Tivoli (8.2)

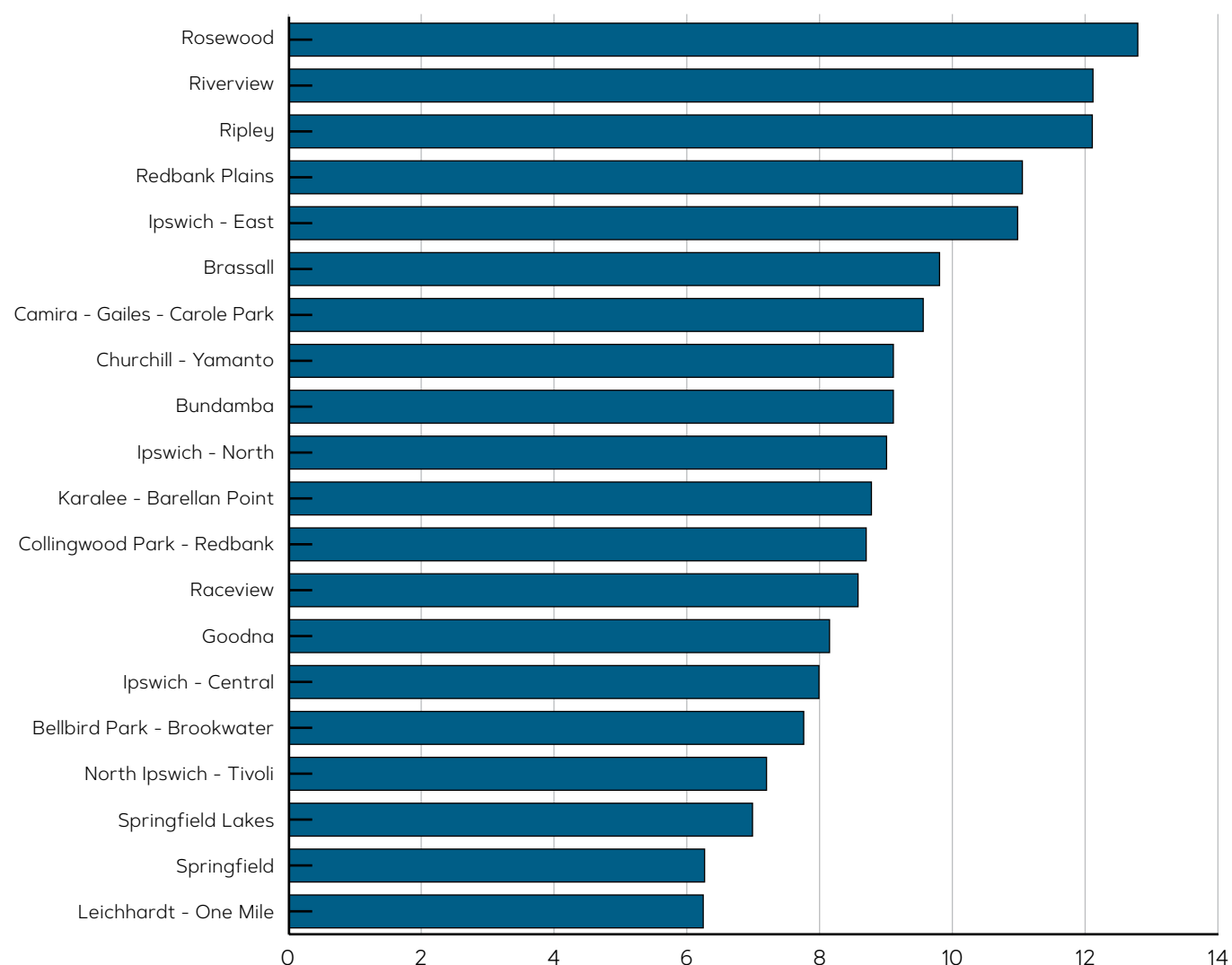
Figure 26: Priority score for SA2 for walking and cycling, equal population and health weighting.



It was assessed if this ranking changes if carried out separately for cycling and walking.

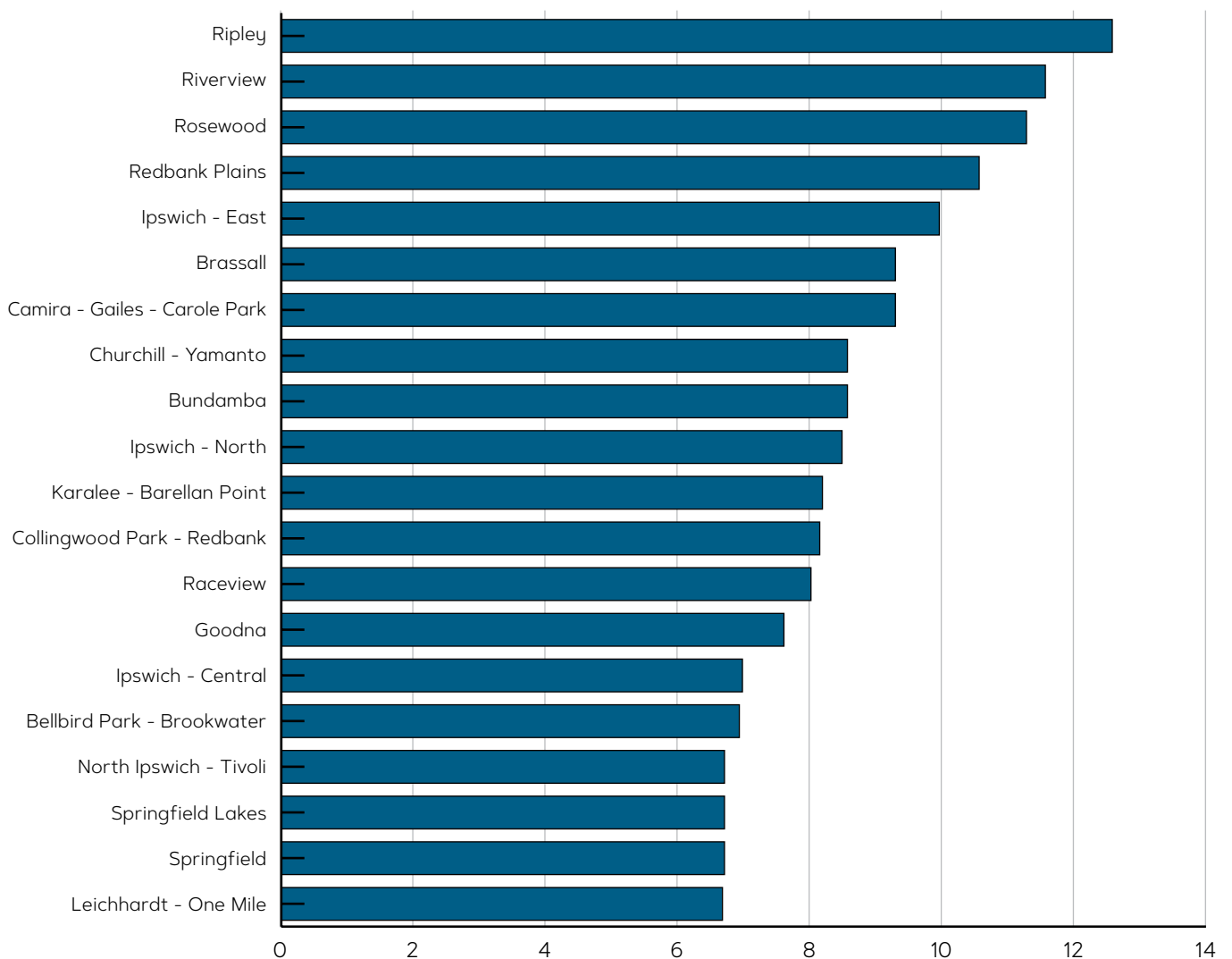
The highest scoring SA2's for walking were Rosewood (12.8), Riverview (12.1), Ripley (12.1), Redbank Plains (11.1), Ipswich – East (11), Brassall (9.8), Camira-Gailes-Carole Park (9.6), Churchill – Yamanto (9.1), Bundamba (9.1), Ipswich – North (9), Karalee – Barellan Point (8.8), Collingwood Park – Redbank (8.7), Raceview (8.6), Goodna (8.2) Ipswich – Central (8) had a medium score. The lowest priority scores were in Bellbird Park-Brookwater (7.8), North Ipswich – Tivoli (7.2), Springfield Lakes (7), Springfield (6.3) and Leichhardt – One Mile (6.3).

Figure 27: Priority Score for SA2 for walking investments, equal population and health weighting.



The highest scoring SA2's for cycling were Ripley (12.6), Riverview (11.6), Rosewood (11.3), Redbank Plains (10.6), Ipswich – East (10), Brassall (9.3), Karalee - Barellan Point (9.3), Bundamba (8.6), Raceview (8.6), Ipswich – North (8.5), Collingwood Park – Redbank (8.2), Goodna (8.2), Camira-Gailes-Carole Park (8.1), Churchill – Yamanto (7.6) had a medium score. The lowest priority score was in Ipswich – Central (7), Springfield Lakes (7), Bellbird Park-Brookwater (6.8) Springfield (6.8) Leichhardt - One Mile (6.8) and North Ipswich – Tivoli (6.7).

Figure 28: Priority Score for SA2 for cycling investments, equal population and health weighting.

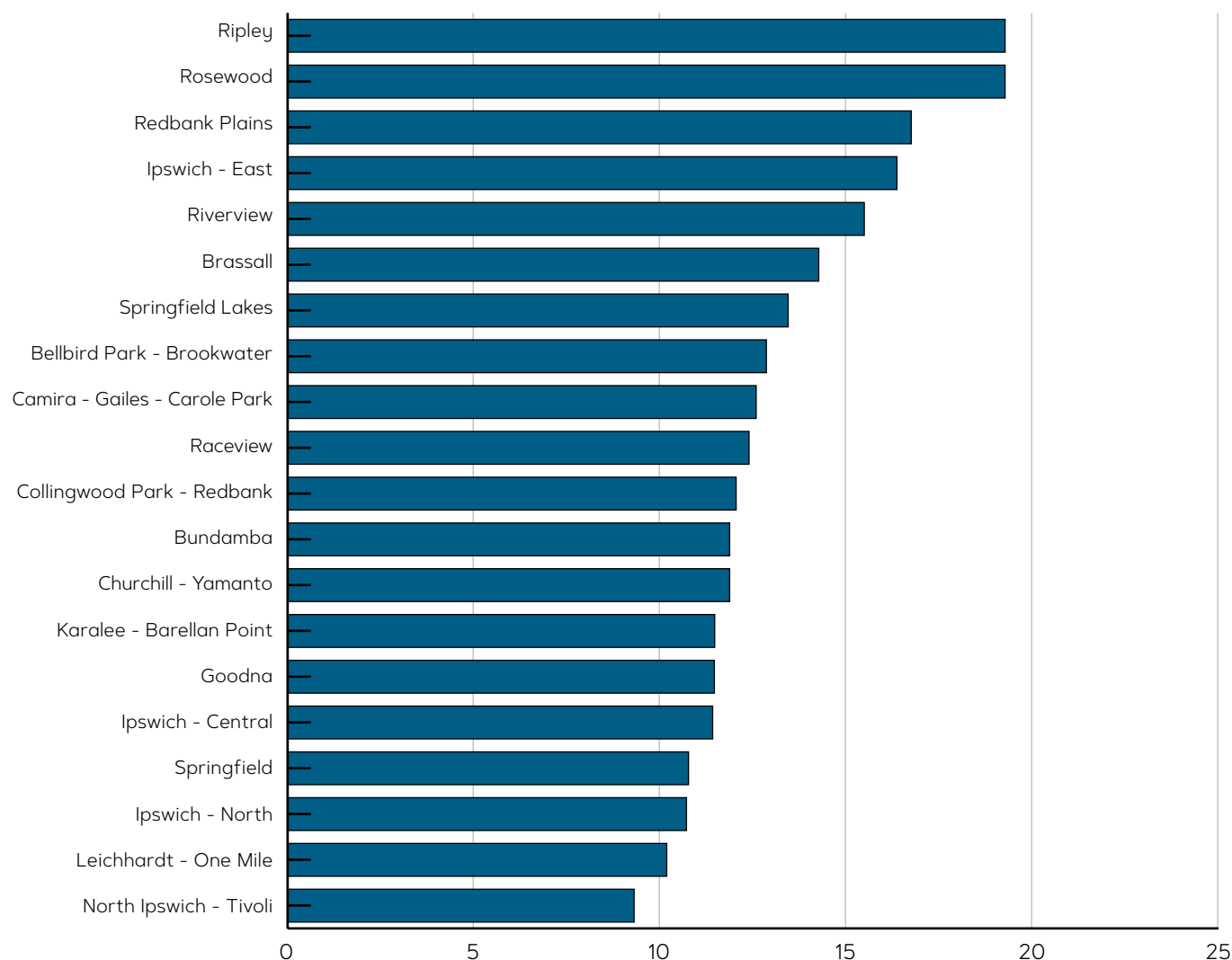


9.3.2 Population Focus Model

A second analysis was completed with a changed weighting of the data. This analysis had a higher weighting for the current and predicted population by 2041 (weighted as approx. 40% of the overall score), health indicators (approx. 20% weighting), participation in walking and cycling activities (20% weighted), satisfaction levels with existing facilities (approx. 5%) and results from the RCWAP survey (15%).

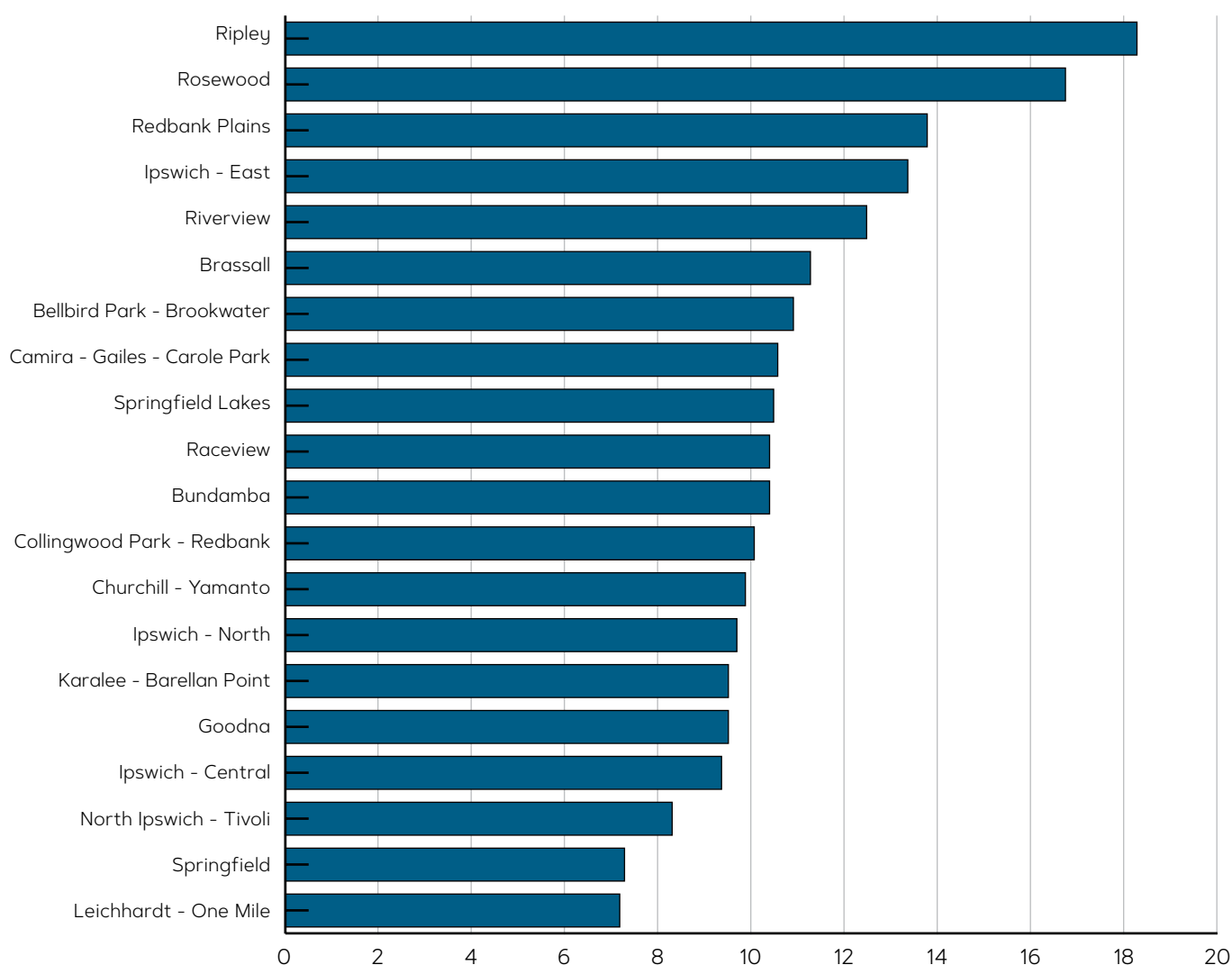
The highest scoring SA2's for walking and cycling investment focussing on population growth were Ripley (19.3), Rosewood (19.3), Redbank Plains (16.8), Ipswich – East (16.4), Riverview (15.5), Brassall (14.3), Springfield Lakes (13.5), Bellbird Park-Brookwater (12.9), Camira-Gailes-Carole Park (12.6) and Raceview (12.4). Collingwood Park – Redbank (12.1), Bundamba (11.9), Churchill – Yamanto (11.9), Karalee – Barellan Point (11.5), Goodna (11.5) had a medium score. The lowest priority score was in Ipswich – Central (11.4), Springfield (10.8), Ipswich – North (10.7), Leichhardt – One Mile (10.2) and North Ipswich – Tivoli (9.3).

Figure 29: Priority Score for SA2 for walking and cycling investments, population focus.



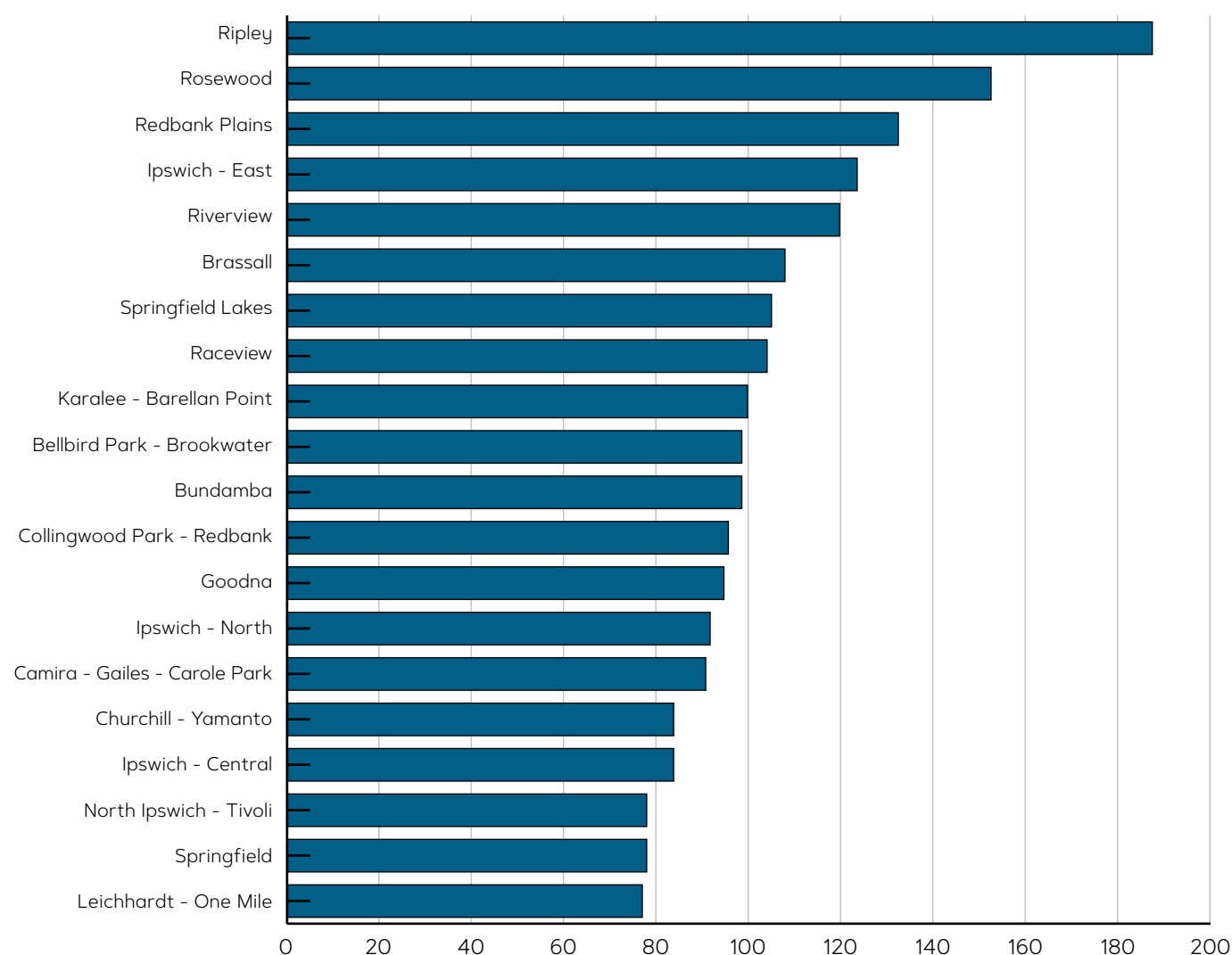
The highest scoring SA2's for walking investment focussing on population growth were Ripley (18.3), Rosewood (16.8), Redbank Plains (13.8), Ipswich – East (13.4), Riverview (12.5), Brassall (11.3), Bellbird Park – Brookwater (10.9), Camira-Gailes-Carole Park (10.6) Springfield Lakes (10.5), Bundamba (10.4) and Raceview (10.4). Collingwood Park – Redbank (10.1), Churchill – Yamanto (9.9), Ipswich – North (9.7), Karalee – Barellan Point (9.5), Goodna (9.5) had a medium score. The lowest priority score was in Ipswich – Central (9.4), North Ipswich – Tivoli (8.3), Springfield (7.3) and Leichhardt – One Mile (7.2).

Figure 30: Priority Score for SA2 for walking investments, population focussed weighting



The highest scoring SA2's for cycling were Ripley (18.8), Rosewood (15.3), Redbank Plains (13.3), Ipswich – East (12.4), Riverview (12.0), Brassall (10.8), Springfield Lakes (10.5), Raceview (10.4), Karalee – Barellan Point (10.0), Bellbird Park-Brookwater (9.9) and Bundamba (9.9). Collingwood Park – Redbank (9.6), Goodna (9.5), Ipswich – North (9.2), Camira-Gailes-Carole Park (9.1), Churchill – Yamanto (8.4) had a medium score. The lowest priority score was in Ipswich – Central (8.4), North Ipswich – Tivoli (7.8), Springfield (7.3) and Leichhardt – One Mile (7.7).

Figure 31: Priority Score for SA2 for cycling investments, population focussed weighting

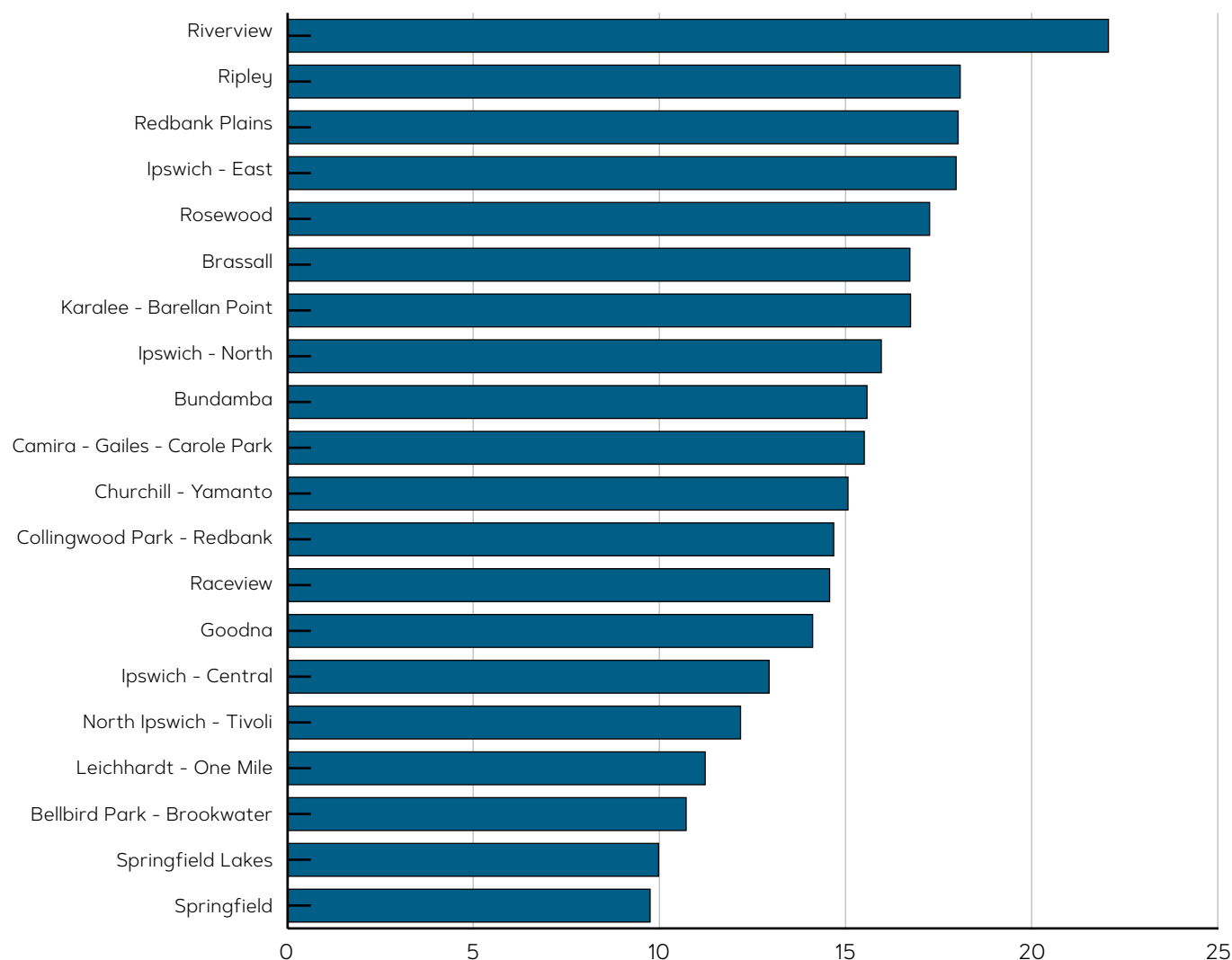


9.3.3 Health Focus Model

The third analysis considers the same parameters as before but increased the weighting for health indicators: current and predicted population by 2041 (approx. 20%), health indicators (approx. 50% weighting), participation in walking and cycling activities (approx. 15% weighted), satisfaction levels with existing facilities (5%) and results from the RCWAP survey (10%).

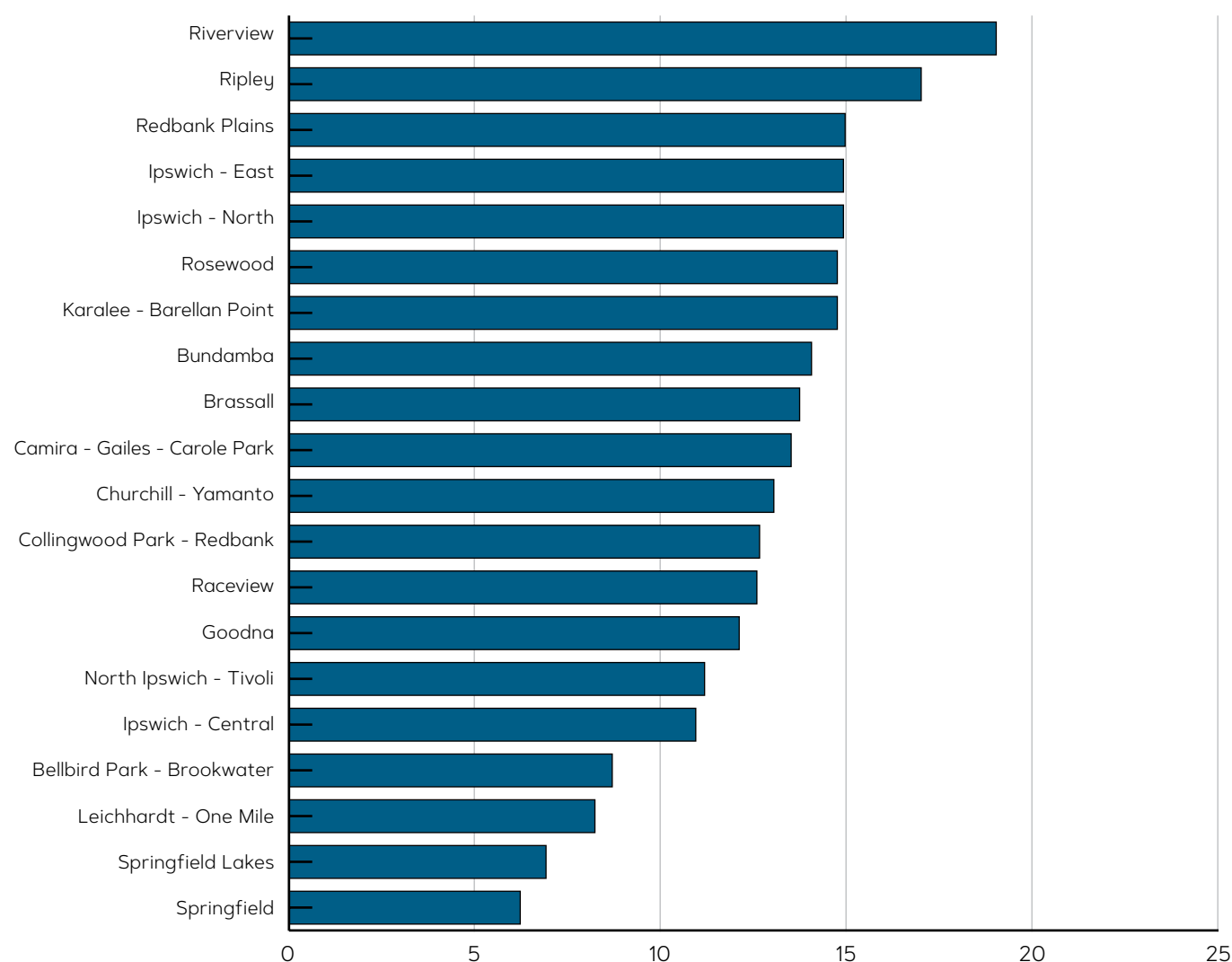
The highest scoring SA2's for walking and cycling investment focussing on health were Riverview (12.1), Ripley (18.1), Redbank Plains (18.1), Ipswich – East (18.0), Rosewood (17.3), Karalee – Barellan Point (16.8), Brassall (16.8) Ipswich – North (16.0), Bundamba (15.6), and Camira-Gailes-Carole Park (15.6). Churchill – Yamanto (15.1), Collingwood Park – Redbank (14.7), Raceview (14.6) and Goodna (14.2) had a medium score. The lowest priority score was in Ipswich – Central (13.0), North Ipswich – Tivoli (12.2), Leichhardt – One Mile (11.3), Bellbird Park-Brookwater (10.8), Springfield Lakes (10.0) and Springfield (9.8).

Figure 32 Priority Score for SA2 for walking and cycling investments, health focus.



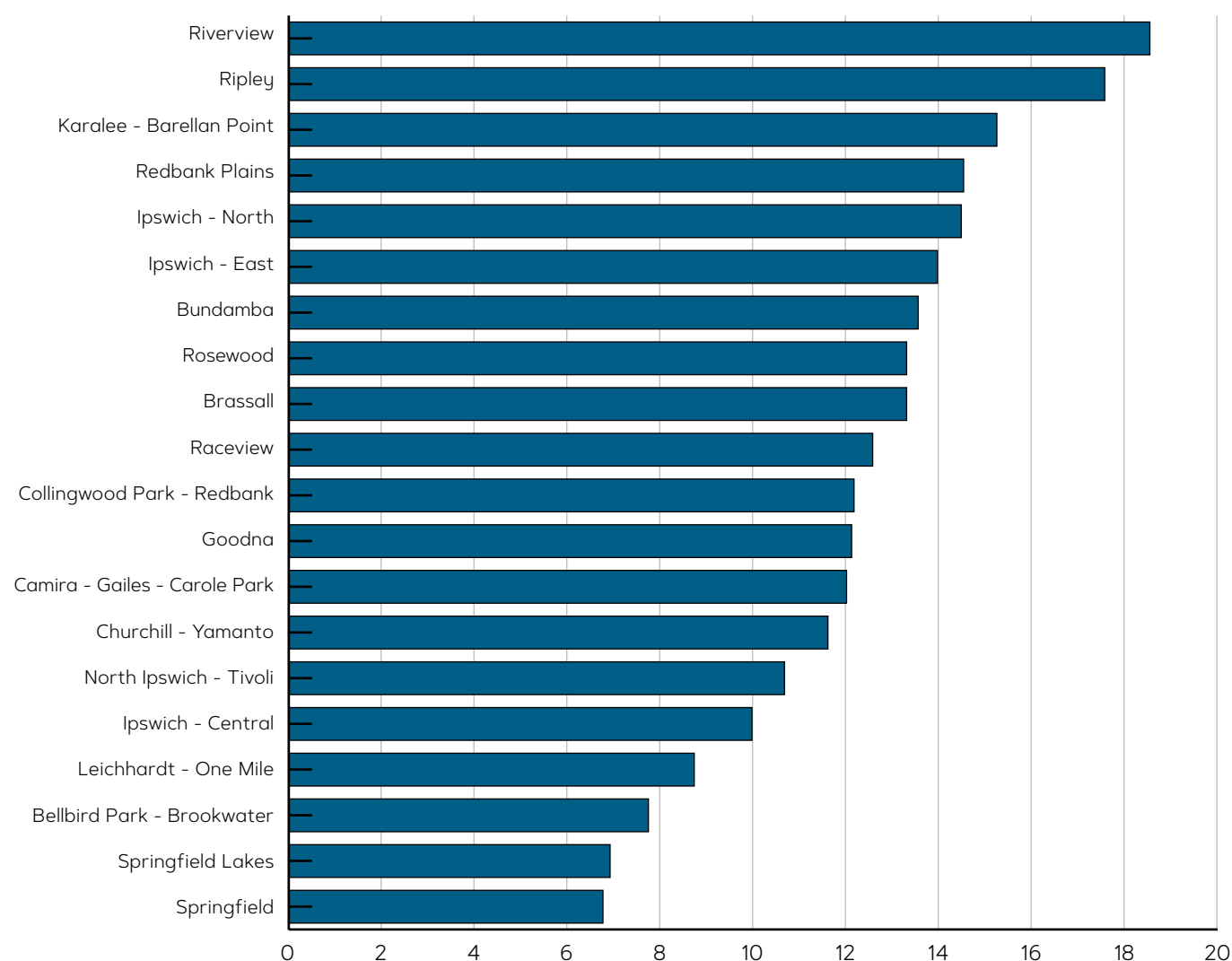
The highest scoring SA2's for walking investment focussing on health were Riverview (19.1), Ripley (17.1), Redbank Plains (15.1), Ipswich – North (15.0), Ipswich – East (15.0), Karalee – Barellan Point (14.8), Rosewood (14.8), Bundamba (14.1), Brassall (13.8) and Camira-Gailes-Carole Park (13.6). Churchill – Yamanto (13.1), Collingwood Park – Redbank (12.7), Raceview (12.6) and Goodna (12.2) had a medium score. The lowest priority score was in North Ipswich – Tivoli (11.2), Ipswich – Central (11.0), Bellbird Park-Brookwater (8.8), Leichhardt - One Mile (8.3), Springfield Lakes (7.0) and Springfield (6.8).

Figure 33: Priority Score for SA2 for walking investments, health focus.



The highest scoring SA2's for cycling investment focussing on health were Riverview (18.6), Ripley (17.6), Karalee - Barellan Point (15.3), Redbank Plains (14.6), Ipswich - North (14.5), Ipswich - East (14.0), Bundamba (13.6), Rosewood (13.3), Brassall (13.3) and Raceview (12.6). Collingwood Park - Redbank (12.2), Goodna (12.2) Camira-Gailes-Carole Park (12.1) and Churchill - Yamanto (11.6) had a medium score. The lowest priority score was in North Ipswich - Tivoli (10.7), Ipswich - Central (10.0), Leichhardt - One Mile (8.8) and Bellbird Park-Brookwater (7.8), Springfield Lakes (7.0) and Springfield (6.8).

Figure 34: Priority Score for SA2 for cycling investments, health focus.



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