

Doc ID No: A8661201

ITEM: 3
SUBJECT: IGO ANNUAL REPORT CARD 2021-2022
AUTHOR: TRANSPORT PLANNER
DATE: 5 APRIL 2023

EXECUTIVE SUMMARY

This is a report concerning the results of the 2021-2022 Annual Report Card for the delivery of the *City of Ipswich Transport Plan* (iGO). The report provides an overview of the status of iGO related projects and transport trends being experienced in Ipswich. Key iGO projects were delivered during the reporting period. Ipswich and its residents continue to experience significant transport challenges and pressures. There is an urgent need to redefine priorities as the current transport infrastructure delivery approach and level of investment is not delivering the desired transport outcomes for the city. The iGO major review has commenced and will refocus Ipswich's transport priorities.

RECOMMENDATION/S

That the report be received and the contents noted.

RELATED PARTIES

There was no declaration of conflicts of interest.

There are no related parties.

IFUTURE THEME

Vibrant and Growing

PURPOSE OF REPORT/BACKGROUND

At its Ordinary Meeting on 24 May 2016, Council formally adopted the *City of Ipswich Transport Plan* (iGO) as its master plan to shape Ipswich's transport future [refer Item 4 tabled at the City Infrastructure and Emergency Management Committee Meeting No. 2016(02)]. The document is now being used to:

- (i) GUIDE transport related policy, planning, investment and resourcing decisions;
- (ii) ADVOCATE for funding from higher levels of government for transport initiatives; and
- (iii) PROMOTE travel choices and a sustainable and healthy transport culture.

The Delivery Chapter within iGO lists a number of methods that will be used to evaluate the delivery of iGO. 'Monitoring' is one of these methods and will be used to track progress towards achieving the iGO vision, objectives, mode share targets, policy focus areas and actions (as outlined on page 166 of iGO).

One of iGO's monitoring processes is outlined in Action D10 (Table 38, Page 167 of iGO) which states the following: "*Produce an iGO Annual Report Card that provides a snapshot of the achievements of delivering iGO over the previous year and the key actions for the next year.*" From here, planning, funding, infrastructure and service delivery priorities can be informed and guided. This report relates to the 2021-2022 Annual Report Card for the delivery of iGO.

2021-2022 Annual Report Card Results

iGO Project Deliverables

From July 2021 to June 2022 a number of actions from iGO have been completed or progressed and are outlined in Attachment 1.

Some of the key projects include:

- iGO Local Area Traffic Management Action Plan Commencement
- iGO Parking Strategy and Action Plan Commencement
- Ipswich City Centre Second Bremer River Crossing Business Case – Stage 1 re-submission to Infrastructure Australia and recognition as an initiative on the Infrastructure Priority List;
- Ripley Road/Reif Street Intersection Upgrade Concept Planning Study;
- Completion of the Eastern Ipswich Link Bikeway Stage 3 & 4 (Glebe Road) Corridor Planning Study;
- Mt Juillerat Drive Road Upgrade Corridor Planning Study;
- School Road Upgrade Corridor Planning Study;
- Keidges Road Upgrade Corridor Planning Study;
- Deebing Creek Bikeway Stage 1 (Thorn Street) Detailed Design;
- Construction of Springfield Greenbank Arterial Stage 3 (Eden Station Drive to Sinnathamby Boulevard);
- Construction of Eastern Ipswich Link Bikeway Stage 1 (Limestone Street to Thorn Street via Milford Street and South Street).
- New Multi-Modal Ipswich Strategic Traffic Model;
- New AIMSUN Ipswich City Centre Traffic Model;

There was also ongoing data collection and modelling activities, accessibility upgrades to various bus stops, development of transport infrastructure priority lists and investment plans, promotional activities covering cycling and road safety, and various advocacy efforts for infrastructure funding.

Furthermore, Attachment 1 provides a non-extensive list of all iGO Actions which have been progressed during the identified period. The Infrastructure Strategy Branch also regularly undertake 'business as usual' activities such as providing technical advice on development

applications, and Department of Transport and Main Roads' (DTMR) projects. This advice is guided by the intent and direction provided in iGO. There are also other Council programs and projects which are working towards the implementation of iGO actions but are considered too minor in nature to report on (e.g. pedestrian kerb ramp upgrades) or are associated with other Council project areas which have their own reporting.

Future iGO Project Deliverables

Key iGO projects to be completed or commenced in the 2022-2023 financial year include:

- iGO Major Review Project
- iGO Local Area Traffic Management Action Plan – Completion
- iGO Parking Strategy and Action Plan – Continuing
- Ipswich City Centre Second Bremer River Crossing Business Case – Stage 2 submission to Infrastructure Australia and recognition as an initiative on the Infrastructure Priority List;
- Blackstone Road/Thomas Street/Creek Street Upgrade Concept Planning Study
- Alice Street/Queen Street Intersection Upgrade Concept Planning Study
- Mount Juillerat Drive (Augusta Parkway to Keidges Road) Concept Planning Study
- Deebing Creek Bikeway Stage 2 Detailed Design
- School Road Upgrade Detailed Design
- Queen Street/ Albert Street Intersection Upgrade Construction
- Redbank Plains Road Upgrade – Stage 3 (Keidges Rd to Kruger Pde)
- Springfield Greenbank Arterial Road Upgrade Stage 3 (Eden Station Drive to Sinnathamby Boulevard) Construction (continuing)
- Brisbane Terrace Road Safety Improvements

2021 Census – Journey to Work Data

The 2021 Census journey to work (JTW) data has now become available, and is the first census release since the outbreak of COVID-19. As the rest of the world has felt the impacts of COVID-19, the City of Ipswich, and Australia generally, has seen a tidal shift in journey to work patterns. Ipswich has seen a marked increase in working from home (WfH), with 11.5% of persons WfH on the Census date, and 71.2% driving to work (either alone or with someone else)(refer to Table 1 below). This is slightly less than the Queensland average of 14.1% WfH, and a national average of 21% WfH. Figure 1 (below) is an extract of the mode-share targets sought within iGO for JTW. The data shows that Ipswich is currently exceeding the WfH targets set within iGO.

Table 1: Ipswich LGA Journey to Work Mode Shares (2016 & 2021)

	CAR	PUBLIC TRANSPORT (PT)	WFH	WALK	CYCLE
2016	77.4%	6.9%	3.0%	1.4%	0.3%
2021	71.2%	3.8%	11.5%	1.0%	0.2%
% CHANGE (2016 to 2021)	-6.2%	-3.1%	8.5%	-0.4%	-0.1%

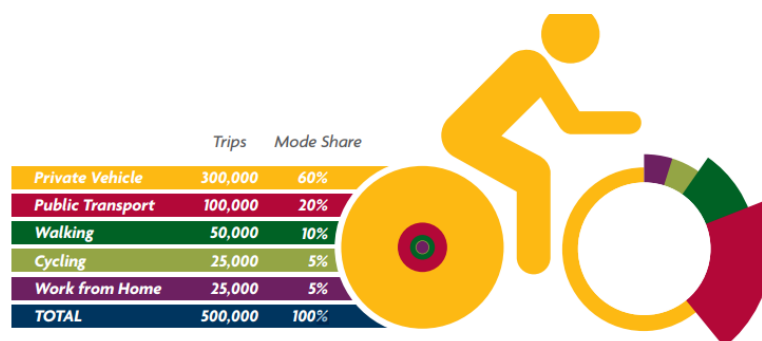


Figure 1 - iGO Journey to Work Mode-Share Targets

Table 2: Journey to Work Mode Shares by LGA (2016 & 2021)

	JOURNEY TO WORK					
	2016			2021		
	CAR	PT	WFH	CAR	PT	WFH
Ipswich	77.4%	6.9%	3.0%	71.2%	3.8%	11.5%
Logan	77.7%	5.9%	3.8%	73.1%	3.2%	10.7%
Redlands	75.6%	7.0%	5.0%	67.4%	4.0%	15.2%
Sunshine Coast	73.9%	2.4%	7.2%	67.3%	1.3%	14.6%
Brisbane	63.1%	15.9%	4.8%	53.3%	8.6%	21.4%
Gold Coast	75.2%	4.2%	5.9%	67.9%	2.8%	13.8%
Moreton Bay	74.1%	7.8%	4.6%	66.5%	4.2%	14.4%
Toowoomba	76.3%	0.7%	5.7%	75.4%	0.5%	8.4%

In order to track how recent JTW statistics from the 2021 Census compare to the JTW targets from iGO, spatial maps have been developed identifying Statistical Areas Level 1 (SA1) regions that have achieved the iGO targets (refer to Attachment 2).

Of note;

- The JTW data is only representative of a portion of overall journeys within the transport network (approximately 20% of the transport task). However, JTW patterns can play a role in influencing other travel behaviour and contribute toward peak demands;
- This data is impacted by the COVID-19 pandemic and long term transport trends would need to be further investigated;
- JTW by car which meets or exceed the iGO target of 60% is focussed within close proximity of the Ipswich CBD, and/or within close proximity of the Ipswich-Brisbane Rail line.

Where will the ‘new normal’ take us in transport?

COVID-19 has continued to have a significant impact upon many facets of transport globally. The continued WfH phenomenon is resulting in fewer trips to the office, which overall has positive impacts on the transport network by reducing parking demand, road congestion and associated environmental pollution.

There has also been a significant increase in interstate migration toward Queensland, predominantly from New South Wales and Victoria (ABS, 2023). In part, this increase may be contributing to WfH where people live in Queensland but work in other states. However, Ipswich has a high proportion of trade, sales, labour workers, and machinery operators (relative to more office-based roles). As such, while there is potential to take advantage of the WfH transport trend, there may be less opportunity for Ipswich residents than other local government areas.

Public transport remains an important backbone of the transport network. Over the past nine(9) years, public transport usage has been steadily declining across the Ipswich LGA. With the sharpest decline occurring between 2018-2019 FY and 2020-2021 FY (19.4% and 21.2% respectively). However, it is possible that this decline is stabilising at the current rate, with a 2.2% increase in bus patronage over the 2021-2022 FY, and an overall decline of 3.2%. Regardless, this continued decline of the public transport system in Ipswich is a fundamental barrier to being able to respond to growth and transport demands and to develop into a sustainable transport city.

These issues are now coinciding with the more recent (2022-2023 FY) high inflation and rising interest rates which are being experienced nationally. As identified within iGO, fuel and climate change, and reliance upon private vehicles increases the exposure of Ipswich residents to these issues. This makes travel choice, and affordability thereof, a particularly important issue for Ipswich. One where if not adequately considered, could result in a period of transport poverty for the Ipswich community.

Review of iGO

The major review of iGO has now commenced and will seek to reassess and redefine Council's transport vision and targets for the community. Thus far, an extensive set of stakeholder and public consultation activities have been undertaken reflecting and learning from the successes and failures of the current version of iGO. The iGO review has a focus on the opportunities and challenges for the future of the transport network in Ipswich. The project is now working towards the development of a new vision statement and objectives with further stakeholder and public engagement activities expected in the next few months.

LEGAL IMPLICATIONS

This report and its recommendations are consistent with the following legislative provisions:
Not Applicable

POLICY IMPLICATIONS

Not applicable

RISK MANAGEMENT IMPLICATIONS

Council officers are continuing to deliver the strategies, plans, designs, construction and undertake the promotional and advocacy activities which have been set out in iGO. New and upgraded transport infrastructure continues to be delivered for the people of Ipswich.

Where possible, new transport related technologies and trends are also being embraced. Despite this, Ipswich continues to have limited travel choices and a high reliance on the private vehicle. Increasing frequency of severe weather events, and the need to divert funds for recovery are further restricting transport investment, and Council is increasingly under pressure to ensure it is getting value for money on projects.

Financial support at the State and Federal Government levels may also be compromised in the next few years should Ipswich fail to leverage the funding opportunities for transport infrastructure associated with the Olympic Games. There is a need now more than ever to make sure investment is going to the transport projects for Ipswich which Council are able to influence and which will have the biggest impact for Ipswich residents.

FINANCIAL/RESOURCE IMPLICATIONS

The high order preliminary capital cost of delivering iGO is estimated as \$2-3 billion, of which Council's expenditure estimate is \$1-1.5 billion (\$2016) (Page 163 of iGO).

Council spent approximately \$27.5m on traffic and transport related projects in the Capital Works Program in the 2021-2022 financial year (including grant funding and excluding maintenance and rehabilitation projects), with a significant proportion of this spent on road based infrastructure. This investment level is similar to the 2020-2021 FY allocation of \$20 million spend. Within Council's most recent Capital Budget relative to transport infrastructure projects the allocation is approximately \$40m of the funding toward road projects (which can include cycle and walking infrastructure) and \$1.9m allocated toward purely Sustainable Travel (Walking and Cycling Infrastructure included). As Council is within a fiscally constrained environment, where the cost of new infrastructure is increasing, there is an increasing need to ensure good value for money within the transport infrastructure space. With iGO stating "*we can not afford to build our way out of congestion*", and without a significant increase in transport related funding, the only way forward will be to move away from the current approach, and consider focusing funding toward transport projects which promote the sustainable transport of people, rather than just private vehicles.

COMMUNITY AND OTHER CONSULTATION

No community or stakeholder consultation was conducted as part of the development of this report card.

CONCLUSION



From July 2021 to June 2022 a number of actions from iGO – *The City of Ipswich Transport Plan* have been completed or progressed. This report highlights the trends which are raising concerns for our regional and local road network which, in parts may suffer significant congestion and delays as the population within the Ipswich LGA continues to grow. It is unlikely that Council or the State government will be able to afford the required road infrastructure investment at the time it is needed or that continued investment in road projects alone will address this issue.

With the recent changes in travel demands and trends due to the COVID-19 pandemic, there is an opportunity for Council to reassess and adjust the strategic transport direction of Council as part of the iGO Review to take advantage of new opportunities, including working from home, to align better with Ipswich community expectations and Council's financial sustainability objectives.

HUMAN RIGHTS IMPLICATIONS

HUMAN RIGHTS IMPACTS
RECEIVE AND NOTE REPORT
The Recommendation states that the report be received and the contents noted. The decision to receive and note the report does not limit human rights. Therefore, the decision is compatible with human rights.

ATTACHMENTS AND CONFIDENTIAL BACKGROUND PAPERS

1.	iGO Report Status 2021-2022 ↓ 
2.	Journey to Work Census Data Extracts ↓ 

Anthony Scholes

TRANSPORT PLANNER

I concur with the recommendations contained in this report.

Mary Torres

INFRASTRUCTURE STRATEGY AND PLANNING MANAGER

I concur with the recommendations contained in this report.

Tony Dileo

MANAGER, INFRASTRUCTURE STRATEGY

I concur with the recommendations contained in this report.

Graeme Martin

ACTING GENERAL MANAGER, INFRASTRUCTURE AND ENVIRONMENT

"Together, we proudly enhance the quality of life for our community"

Attachment 1

2021-2022 iGO Annual Report Card

Project Status

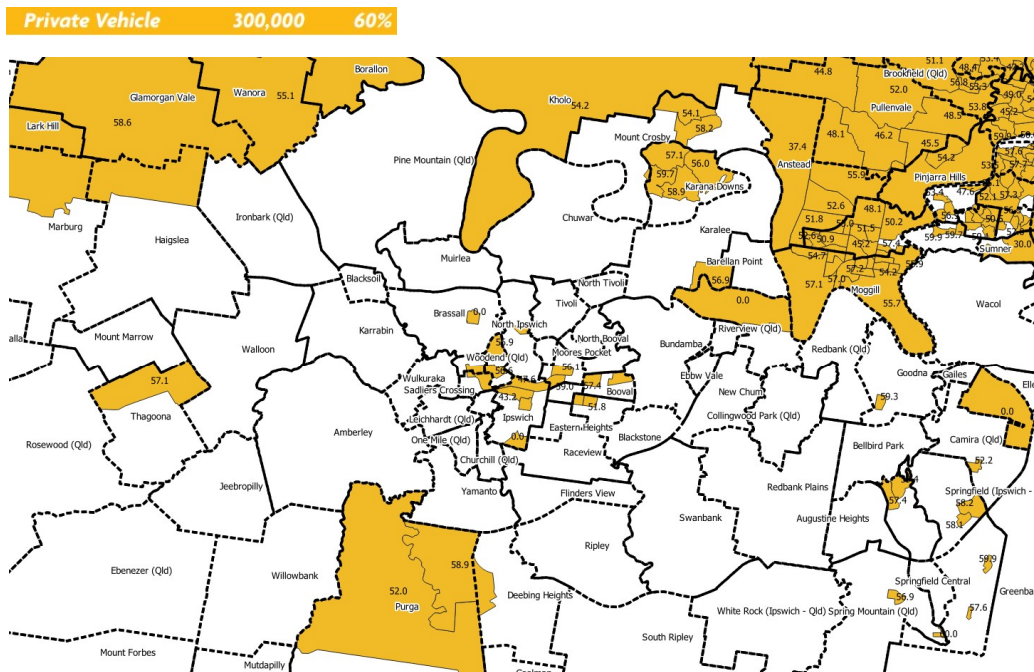
- COMPLETED
- IN PROGRESS

PROJECT TYPE	IGO ACTION NUMBER	PROJECT SPECIFIC I.D.	PROJECT NAME	STATUS
Strategy & Policy	R12		iGO Local Area Traffic Management Strategy	
	P15		iGO Parking Strategy & Action Plan	
Area & Network Planning	LU11, AT10, AT11, LU9		Ipswich Planning Scheme Review – Transport Components and Local Government Infrastructure Plan	
Program Planning	D8, LU7		2022-2025 Three Year Transport Infrastructure Investment Plan	
	D8		2022-2023 Strategic Roads Priority Project List	
	AT3		2022-2023 Principal Bikeways Priority Project List	
	AT1 & AT2		2022-2023 iGO ATAP Implementation Priority Project List	
Corridor & Intersection Planning	R2	iGO Map 8:1	Ripley Road/ Reif Street Intersection upgrade	
	PT6 & PT18	iGO Map 3	Ipswich to Springfield Rail Corridor - Corridor Planning and Preservation (TMR)	
	F1	iGO Map 12	Inland Rail Corridor Planning - Network Integration (ARTC)	
	R1	iGO Map 8:39	Mount Juillerat Drive Corridor Planning Study	
	R6	iGO Map 10:16	School Road (Redbank Plains) Corridor Planning Study	
	R1	iGO Map 8:39	Keidges Road Upgrade Corridor Planning Study	

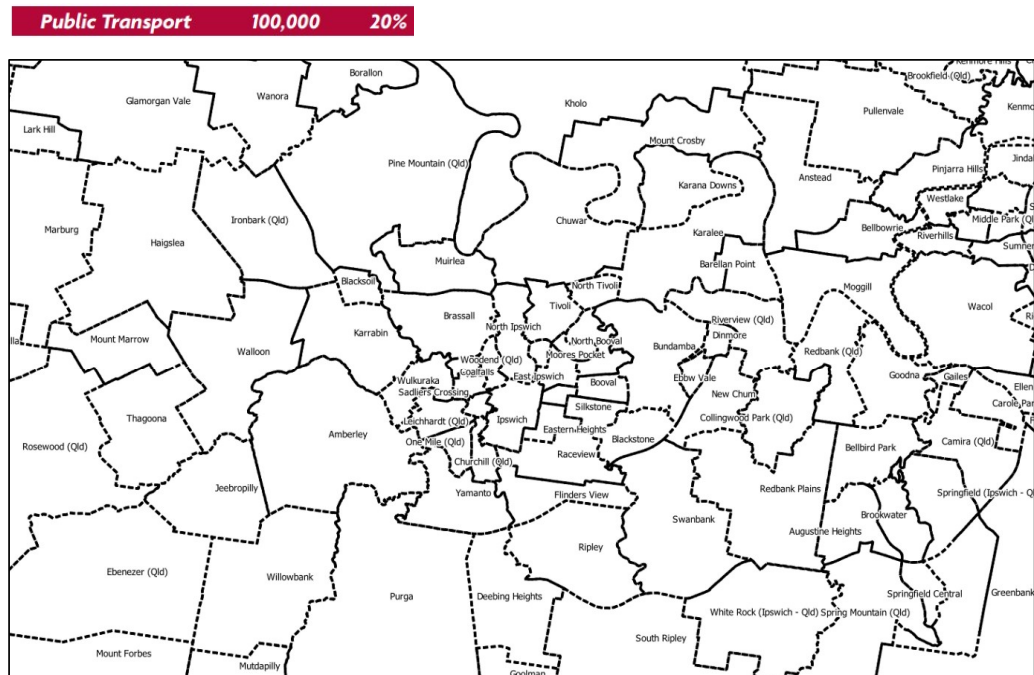
PROJECT TYPE	IGO ACTION NUMBER	PROJECT SPECIFIC I.D.	PROJECT NAME	STATUS
	AT3 & AT9	iGO Map 5:20	Eastern Ipswich Link Bikeway Stage 3 and 4 (Glebe Road) Corridor Plan	
Detailed Design	R1	iGO Map 9:45	Mary St & William St Intersection Upgrade	
	AT3 & AT9	iGO Map 5:5	Deebing Creek Bikeway Stage 1 (Thorn St)	
	AT3 & AT9	iGO Map 5:5	Deebing Creek Bikeway Stage 2 (Carr St to Ipswich Cycle Park)	
	AT3 & AT9	iGO Map 5:10	Brassall Bikeway Stage 6a and 6b (Railway Workshops to Bradfield Bridge)	
	AT3 & AT9	iGO Map 5:20	Eastern Ipswich Link Bikeway Stage 2/ Queen Victoria Parade Service Road Bikeway	
Construction	R1	iGO map 8:13	Redbank Plains Road Stage 1 (Cedar Rd to Keidges Road)	
	R1	iGO Map 8.8	Redbank Plains Road Stage 3 (Jansen Street Component)	
	AT3 & AT9	iGO Map 5:20	Eastern Ipswich Link Bikeway Stage 1 (Milford St/ South St)	
	R1	iGO Map 8.8	Redbank Plains Road Stage 3 (Keidges Rd to Kruger Pde)	
	R1	iGO Map 8: 9&10	Springfield Parkway and Springfield Greenbank Arterial Duplication Stage 1 (Centenary Highway to Eden Station Drive)	
	D14 & R5		Ipswich Motorway / Springfield / Redbank Plains Bikeway Permanent Data Counters (11)	
Data Collection & Modelling	D14		2022 Strategic Pedestrian and Cycle Count Program	
	D14		2022 Strategic Intersection Count Program	
	D14		2021 Strategic Traffic Count Program	
	D14		2021 Principal Activity Centre Parking Survey	
	R9 & LU9		New Ipswich Strategic Transport Model	

PROJECT TYPE	IGO ACTION NUMBER	PROJECT SPECIFIC I.D.	PROJECT NAME	STATUS
	R9 & LU9		New AIMSUM Ipswich City Centre Transport Model	
Operational	R7		Traffic Signal Optimisations and Improvements	
	AT4 & R5		Investigation of Rideables (E-scooters)	
	ITS13		Smart Parking Solution Project	
Promotion	TDM3 & D6		Cycle Ipswich Website Review	
	AT14 & R10		Social Media Road Safety Promotion Material	
Advocacy	R9		Ipswich City Centre Second Bremer River Crossing – Infrastructure Australia Stage 1 Re-submission	
	PT9		Extension of the Railway Line from Springfield Central to Ripley Valley – Business Case Funding	
	PT7 & PT13		Regionally Significant Project Submission – Ipswich Bus Network Expansion	

Attachment 2 – Journey to Work Census Data Extracts CAR (iGO JTW TARGET) – less than 60%

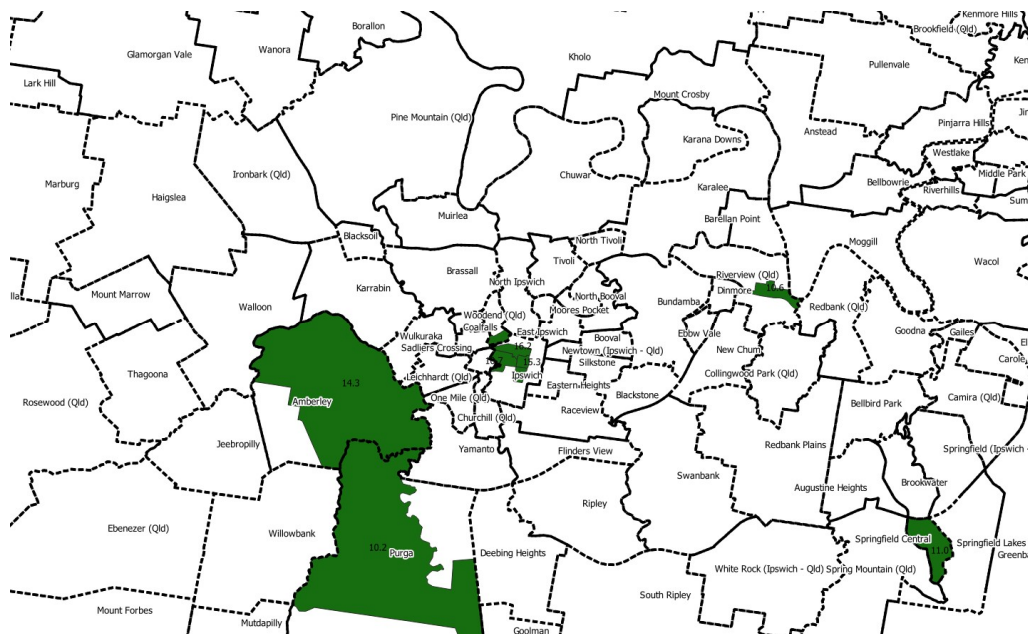


PUBLIC TRANSPORT (iGO JTW TARGET) – more than 20%



WALKING (iGO JTW TARGET) – more than 10%

Walking 50,000 10%



CYCLING (iGO JTW TARGET) – more than 5%

Cycling 25,000 5%



WORKING FROM HOME (iGO JTW TARGET)

