



Community Engagement Report

Ipswich Inner CBD Cycle Network

9 May 2022

Infrastructure Strategy Branch

Infrastructure and Environment Department



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1 Executive Summary

Putting the right pedestrian and cycle facilities in place across Ipswich is essential for building liveable & sustainable communities. The iGO Active Transport Action Plan (iGO ATAP) aims to get more people walking, cycling, scootering and skateboarding to work, the shops, school and public transport. There are a number of pedestrian and cycle facilities within Ipswich and being able to get through the Ipswich CBD is essential to achieve a more active and sustainable city. As a result, a preferred route through Ipswich Central was identified, the Inner CBD Cycle Network. This route needs to be designed in more detail before construction and feedback from the community is needed to help inform the detailed design.

Council will be able to use the feedback from community when undertaking the detailed design of the route. Features such as design suggestions, facilities desired, impacts on the route surrounds, safety issues and more.

Engagement was undertaken from 17 March until 29 April 2022. A public project page was open on Shape Your Ipswich, council's online engagement platform. This page provided community with two options to provide feedback:

- Indicate their level of support for the cycle route with the option to add further comments
- Comment on what they thought was important for council to consider along the route

The Community Panel was also engaged through the Shape Your Ipswich platform. Panel members could contribute in three ways:

- Indicate their level of support for the cycle route with the option to add further comments
- Mark a map with categories and comments to consider at locations along the route
- Participate in the online conversation forum sharing their thoughts on the project and ask any questions to council

1.1 Reach and Scope

Overall, 125 participants provided 278 contributions on the project. This feedback was received via Shape Your Ipswich, council's online engagement platform, a face-to-face community panel workshop, Facebook and LinkedIn.



1.2 Assumptions and Limitations

The preferred route for the bikeway was selected based on high level corridor planning and analysis of the streets within the area. Aspects such as safety, environmental and heritage impacts, cost, property impacts, parking and more were considered to determine the preferred route. It is intended the route itself won't change; however, design elements along the route can be considered in the detailed design.

The Community Panel was engaged via online methods rather than a face-to-face due to the impacts of Covid-19 at the current time and resourcing.

1.3 Findings

Feedback included comments specific to the Inner CBD Cycle network which will be used in the detailed design of the bikeway, together with general feedback on cycling and active transport in Ipswich overall.

Of the comments specific to the inner CBD Cycle network, 75% were supportive of the project. The key considerations for the network design were connectivity and the preference for a protected bike lane. Reducing traffic impacts and including bike facilities such as bike parking were the next common themes.

71% of participants who answered the question on their level of support for the bikeway, rated their level of support as 5 – very supportive.



2 Why we engaged

The Inner CBD Cycle Network is a bikeway through Ipswich Central which aims to enable cyclists to travel through Ipswich Central. A preferred route has been established following planning and analysis of the area. Before proceeding to the next stage of the project, detailed design, council would like to find out the level of support in the community for the project and any items for consideration in the detailed design.

The bikeway will contribute to enabling more people to use active and public transport options as identified in council's iGO ATAP. The bikeway will also contribute to the revitalisation of Ipswich Central.

Understanding the community's level of support for the bikeway is important as council continues to work through the project. It is also vital to understand what the community thinks is important for council to consider in the detailed design of the bikeway. By having an understanding of what the community feel is important to include in the design, council will be in a better position to achieve a design which provides an optimal operating bikeway and a bikeway which will be used by community.

3 How we engaged

The community engagement for the Inner CBD Cycle Network commenced on 18 March 2022 and closed on 29 April 2022. Engagement was completed via the following methods:

- Shape Your Ipswich project page (18 March – 29 April 2022)
- Community Panel Shape Your Ipswich project page (31 March – 29 April 2022)
- Community Panel online forum (31 March – 29 April)
- Ipswich Central Shape Your Ipswich page

Promotion of the engagement included:

- Direct email to community panel members
- Direct email to Ipswich Central partnership members
- Direct email to local cycling networks
- Ipswich First article
- Ipswich City Council LinkedIn article
- Ipswich City Council Facebook post
- Social media advertising

Feedback was collected via the multiple feedback opportunities on Shape Your Ipswich and from social media comments provided on the social media posts and advertising. Data from all mediums has been collated for analysis.

The data received has been analysed for the level of support for the Inner CBD Cycle Network and any relevant considerations to consider in the detailed design. General sentiment on bikeways across Ipswich and not just associated with the Inner CBD Cycle Network has also been gathered.

4 What the community told us

Feedback was gathered through a number of methods and key results are shown below.

Level of Support

Respondents were asked to rate their level of support by selecting a level from 1 – 5 out of 5 thumbs up. 22 out of the 31 respondents selected a support level of 5 – very supportive, with only 2 respondents selecting a support level of 1 – not supportive. This question was asked on the general community and community panel Shape Your Ipswich pages.

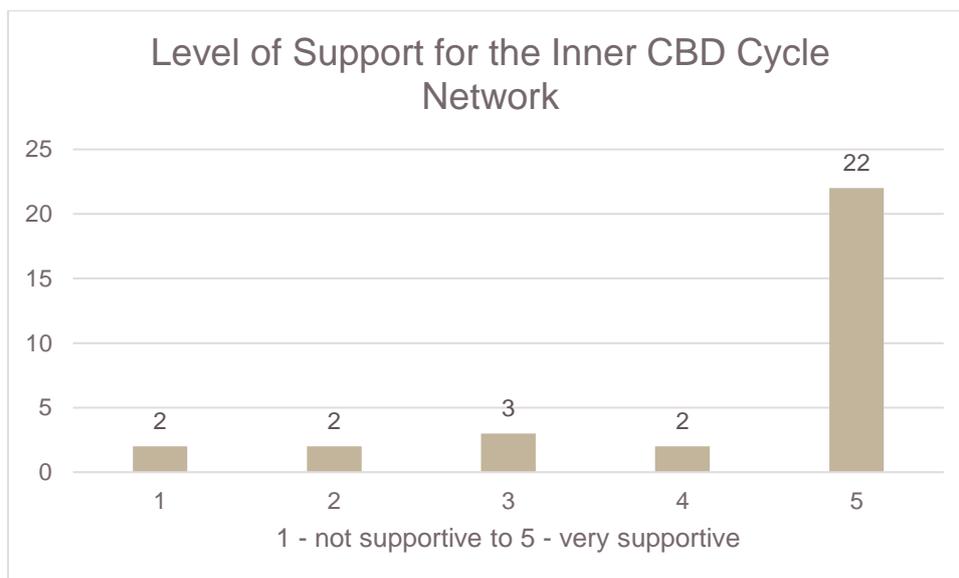
How supportive are you of the project?

Rate your level of support for the project.

One (1) thumb is not supportive, five (5) thumbs is very supportive



Submit



What do you think is important for council to consider along the Ipswich Inner CBD Cycle Network?

Respondents were offered the opportunity to provide open comments to this question. This question was asked on both the general community and community panel Shape Your Ipswich pages. Feedback included specific design considerations such as protected bike lanes (17 out of 73 comments), monitoring traffic impacts (8 out of 73 comments) and ancillary facilities such as bike parking (7 out of 73 comments).

Comments supportive of the Inner CBD Cycle Network	Percentage of total supportive comments
Supportive – general	29%
Supportive - protected bike lane	24%
Supportive - traffic impacts	11%
Supportive - ancillary bike facilities	10%
Supportive - cycle facility design	9%
Supportive - safety	7%
Supportive - connectivity	7%
Supportive - cycle route suggestion	3%
Grand Total	100.00%

Comments on important things to consider in the detailed design included:

Separate lane with physical barriers such as in Brisbane CBD, Safety is a major factor for increased participation.

Safe lockup for when we need to leave our bikes to stroll through town and have coffee

Important items are: 1. Ability to stay off the road, 2. It's much nicer to cycle amongst trees, 3. A wide path - 2 way, 4. Water fill points

Also stormwater grates that fit a bike tyer cause bikes to veer out into traffic and the recent traffic islands around the zebra crossing near silkstone school (Blackstone Rd) does the same.

Hi team, the slight incline and the intersection of south and east street could be problematic. There are no traffic lights there and it is often difficult to cross as a pedestrian let alone cyclist with cleats.

Bike parking facilities – it’s great there are some now near the library but there needs to be more throughout the CBD and Ipswich generally.

There was also considerable feedback received on general cycling and bikeways in Ipswich and the wider region. The key sentiment, 57% of responses, from this feedback was that connecting bikeways is important. People want to be able to cycle from many areas in, to and from Ipswich on connected bikeways. This feedback can be utilised in the upcoming review of the iGO - City of Ipswich Transport Plan.

Comment Sentiment	Percentage of comments
City wide - connectivity	57.14%
City wide - supportive	8.93%
City wide - bikeways	7.14%
City wide - protected bike lanes	7.14%
City wide - cycle route suggestion	7.14%
City wide - alternative transport	5.36%
City wide- cycle route suggestion	1.79%
City wide - car parking	1.79%
City wide - safety	1.79%
City wide - cycle facility design	1.79%
Grand Total	100.00%



Some of the comments received were:

Please separate road and bike path with an actual barrier if you go ahead. No one (other than the brave) uses the green bike lanes because it feels unsafe. Take a note with other countries more successful bike infrastructure.

Looking at the plan I will not be able to access any bike path easily or safely. My closest bike path is Deebling Heights and I will need to ride/drive across various highways and motorways to access path. I also am unable to access my nearest train station as alot of trucks use the road there and it is not safe for a cyclist. Access for outer suburbs to the bike path would benefit more people that focussing on only a few major roads, few of which are in low income areas.

Open up active transport options in a safer manner, by reducing vehicle and cycle interaction by installing bike lane along rail corridor.

Bikeways (both inner-city & CBD) need consistent connectivity by way of a bicycle lane grid in their CBDs that is connected to as many inner and outer suburbs as much as possible as soon as possible. Having studied in Ipswich it too is in need of such a bikeway network, more off-road for safety the better.

For those who were not supportive of the bikeway (9% of responses), other infrastructure was considered more important than the bikeway.

Community Panel

Community Panel members could contribute in three ways:

1. Indicate their level of support for the cycle route with the option to add further comments (data included above)
2. Mark a map with categories and comments to consider at locations along the route

Two locations were categorised by one panel member. These were:

Location	Category	Comment
277a Brisbane Street	Design	The extended left hand turn lane is dangerous for both pedestrians and cyclists. This needs to be redesigned so that vulnerable road users have safe access to the roads.
188 Brisbane Street	Access	The Top of Town is a major destination for recreational cyclists. Yet the street is not included.

3. Participate in the online conversation forum sharing their thoughts on the project and ask any questions to council

Six comments were submitted on the online conversation forum by five panel members. These comments included:

- Impacts on traffic
- Impacts of electric transport modes
- Safety of users
- Impacts on parking
- Impacts on active transport

5 Who engaged

125 participants provided 278 contributions on the project. Demographic data was only captured for a small number of participants as the Shape Your Ipswich community project page was open all community members without the requirement to complete the Shape Your Ipswich registration and provide demographic data. Demographic data was collected for the contributions provided by community panel members.

Eight community panel members participated in the engagement. Half were male and half were female and all members were aged over 55.

6 Conclusion and recommendations

Community engagement on the Inner CBD Cycle Network was undertaken from 17 March until 29 April 2022. Over 70% of participants support the Inner CBD Cycle Network. Key design elements

were also suggested such as protected bike lanes and connectivity which will be used in the next stage of the project, the detailed design phase. This is planned to commence in mid-2023.

Appendix

Appendix 1: Inner CBD Cycle Network - Community Engagement Comments



Inner CBD Cycle
Network - Communi

Appendix 2: Inner CBD Cycle Network – Level of Support results



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Appendix 3: Inner CBD Cycle Network – What do you think is important for council to consider along the Ipswich Inner CBD Cycle Network?



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