

23 SEPTEMBER 2023

BRISBANE CITY COUNCIL

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Dear Chair for Transport, Councillor Ryan Murphy

Queensland Walks would like to take this opportunity to congratulate you on your commitment to releasing the Walkable Brisbane Strategy (the Strategy). We share your vision to see Brisbane become the most walkable city in Australia and to perform well every day for residents and visitors, during major events and for the 2032 Paralympic and Olympic Games. A Walking Strategy for Brisbane including an Action Plan is something that Queensland Walks has been seeking Brisbane City Council's commitment on for some time, so we are thrilled to see it now in writing. Queensland Walk's vision for Brisbane is that it becomes an accessible, inclusive, and age-friendly city that is resilient to population increase, thrives during events and weathers our sub-tropical climate. Queensland Walks seeks a commitment from Council to increase the budgets allocated to walking, thus enabling more people choosing to walk more and be able to access public transport, local services and choose a healthier lifestyle.

To achieve Brisbane becoming a truly walkable city, Queensland Walks knows that the Strategy will need to be accompanied by a Pedestrian Priority Program and be fully funded across multiple financial years. It is recommended that Council commits to:

1. Increasing the financial commitment to walking:
 - o \$20 million to resource and deliver the Walkable Brisbane Strategy
 - o \$200 million annually for a Pedestrian Priority Program.
2. Providing clear detail of the financial commitment there is to each Action and who will be responsible for each Action (which Departments).
3. Ensuring that the community is involved in all footpath network reviews and shared path network reviews with the development priority program plans and budgets for a program of works for short, medium and long-term upgrades and that these reviews and plans happen as soon as possible.
4. Building dedicated pedestrian infrastructure with segregated e-mobility paths or separation of walking and wheeling.
5. Recognise walking as a high priority transport mode and significantly invest in footpath networks adhering to the Sustainable Transport Hierarchy.

6. Implementing pedestrian training and staff resources to ensure success in the delivery of the Strategy and a Pedestrian Priority Program.
7. Designing safer streets using a Place and Movement Framework including through implementation of safer active streets.
8. Building Raised Priority Crossings on all slip lanes which would also include a slip lane removal program.
9. Significantly investing in building pedestrian-friendly crossings including a range of options including signalised intersections, Raised Priority Crossings and continuous shared paths.
10. Significantly increasing the shade canopy cover and shading solutions on footpaths.
11. Reviewing existing carriageways for the purpose of providing dedicated bus lanes thus needing to reduce on-street carparking in certain areas to improve bus movement
12. More deeply understanding the needs of older people, people with a disability and women, to ensure personal safety for walking, rolling and strolling.
13. Better understanding of the community impact of temporary and longer-term footpath closures traffic management actions and rewriting development conditions to ensure the needs of the walking public are completely taken care of.
14. Developing a more efficient process for walking infrastructure maintenance acknowledging that apps such as Snap Send Solve have made a huge difference in the way Council responds to maintenance issues already.

Queensland Walks acknowledges that the feedback on the Walkable Brisbane Strategy has been extended until 24 September. We are grateful for this extension and understand that feedback has already been broad, which shows Brisbane residents' interest and commitment to walking. Regardless of our subtropical climate and terrain, Brisbane residents love to walk and desire to walk more every day. Visitors to our city often have little choice but to walk and this Strategy gives you the opportunity to make the city walking friendly and the envy of every other Capital in Australia.

Queensland Walks looks forward to working with Brisbane City Council on delivering the Vision and Actions of the Walkable Brisbane Strategy and anticipate latent, appropriate and bolstered budgets to prepare for current and increasing population growth, active transport targets, future Metro and Paralympic and Olympic visitors to Brisbane.

It should be noted that walking is known to have the excellent return on investment of 13:1 with every \$1 spent on walking providing \$13 in return in transport, health and business benefits ([The Economic Case for investment in Walking, Victoria Walks, ARUP](#)). Investing in walking is a valuable investment for generations to come. Queensland Walks would welcome the opportunity to meet with Council to discuss the refinement of the strategy in conjunction with fellow stakeholders. We thank you for your commitment to walking, and we look forward to supporting Brisbane in the aim to becoming the 'most walkable city in Australia'.

Please note that Queensland Walks has also facilitated feedback from the Queensland Walking Alliance, many of whom responded and which we have included in Appendix 1 and 2. We have also included a copy of the [Queensland Walking Alliance: Accessibility and Inclusion for walking, rolling and strolling – A Call to Action](#) document

Yours in health and walking,

Angela Wright, President and Anna Campbell, Executive Officer Queensland Walks

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A Walkable Brisbane

Confronting Complexity

The Brisbane City Council Draft Strategy lays out plenty of reasons why walkability is important in Brisbane and the geographic magnitude of the task ahead. It also starts the process of allocating budgets, for example \$35 million for the year 2022-23 which can be juxtaposed with a significant \$550 million allocated to the Green Bridges program. It reminds us of a total of 81 new concrete paths built across the council area during 2021 and 2022 and discusses the desirability of creating Walking Network Plans as a starting point for local action, to complement its existing program of Village Precinct Projects.

However, will this create the quantum shift in walkability outcomes the city needs to address shortfalls over previous decades and achieve even basic walkability, let alone the ambitions the Strategy aspires to? Perhaps not. Queensland Walks predicts that an annual investment of \$200 million under a new Pedestrian Priority Program is a figure more realistically aligned to the challenges at hand.

So what are these challenges? It should be noted that many of Brisbane's inner-city neighbourhoods, the areas where density has been significantly concentrating, occur in hillier, historic areas with complex and often narrow road networks and infrastructure attuned to lesser densities and previous uses. To achieve walkability these areas need retrofits that are designed to the complexities of the place. Approaches based on standardised delivery processes simply won't work nor will the incremental approach of providing just 80 footpaths annually, with kerb ramps and new drains to follow (or often vice versa). All these must instead, be integrated and implemented under a movement and place framework. The current process of course is made unavoidably complicated by the quantum of what already exists and perhaps goes some way to explaining the poor progress made in many inner-city neighbourhoods to date.

Demonstrating what walkable looks like, Brisbane style.

To break the stalemate and start delivering real outcomes for pedestrians, new approaches are needed. As suggested by the proposal for Pedestrian Priority Plans or Walking Network Plans (WNP), plans which record, review and consider local realities and lay out comprehensive sets of Actions per area that can be delivered in a coordinated way are needed. The sooner these plans are written, budgeted for and delivered the better.

Selecting a trial group of 5 defined neighbourhoods should be a priority. Consider commencing with those areas that exhibit the widest range of challenging yet typical conditions and in areas of highest density. Consider the implementation of continuous footpath networks that connect medium and high-density residential areas to local centres and infrastructure prior to or during rather than following completion of all residential blocks. West End and the Gabba are cases in point, along with inner Toowong, West End and parts of Newstead and Fortitude Valley, all of which are characterised by clumsy and inconvenient crossing points, fast speeds, vehicle emissions and noisy vehicular traffic, uncoordinated patchworks of road furniture, road and roadside signage and pavements.

Testing how these can achieve the Strategic goals of becoming inclusive, comfortable and enjoyable walkways as well as being connected and safe, will be a challenge but instructive for Council and authorities but convincing for users. As realized projects, if well-conceived, will build trust, confidence and knowledge system-wide.

Such plans could be expected to include:

- greater use of 40km road speeds and designated High Activity Zones to slow vehicular traffic.
- greater numbers of pedestrian crossings and shelters.
- completed networks of footpaths capable of taking prams, wheelchairs, passing pedestrians.
- greater continuous plantings of tree shade, place making furniture and regulated bin storage for businesses and private residences.
- coordination between Council, Transport and Main Roads and Queensland Rail which would be complex but would provide important examples of what can and should be the standard for Brisbane as a Walkable City.

The Strategy: Content

We note that the strategy features:

Aspirations:

1. Walking is viable and effective travel choice
2. Walking infrastructure should be accessible
3. More people walk as a mode of transport
4. Walking is recognised in investment decisions
5. Demonstrate best planning and design for walking
7. Develop a coordination Council-wide approach to facilitate Movement and Place framework

Principles and Outcomes

1. Comfortable and enjoyable
2. Connected and legible
3. Safe
4. Inclusive
5. Fit-for-purpose
6. Informed
8. Review and enhance frameworks to improve funding, coordination and delivery of new and upgraded footpaths
9. Create walking network plans for activity precincts & improve transport connections
10. Deliver and enhance programs to inform community of the benefits of walking

Core Actions

Timeframe: 1 – 2 years (2024 – 2026)

1. Gap Analysis
2. Pedestrian Network Plan
3. Nighttime economy movement and safety improvements
4. Review guideline for shade trees and shade structures

Timeframe 3 – 5 years (2027 – 2029)

5. Wayfinding signage audit
6. Identify a location to deliver a high-quality pedestrian connection to

TIMEFRAME: Ongoing

8. Review and enhance frameworks to improve funding, coordination and delivery of new and upgraded footpaths
9. Create walking network plans for activity precincts & improve transport connections
10. Deliver and enhance programs to inform community of the benefits of walking
11. Evaluate trial of technology improvement for pedestrian crossing signals
12. Plan and deliver suitable treatments to improve safety, reduce conflicts on shared pathways
13. Investigate options to identify and delivery targets footpath improvements to assist people with a disability
14. Continue to identify and prioritise upgrades to lighting on pedestrian paths

Feedback on structure and content

Whilst the Strategy contains some detailed discussion, Queensland Walks encourages Brisbane City Council to reduce the content and discussion and keep the Strategy direct and lean. The key details remain in the Actions, however we are genuinely concerned that the timeframes on the delivery of infrastructure needs to occur sooner than the planned short, medium and long-term priorities. and the Strategy should provide more clarity on who is who is responsible. We also do not see any commitment to funding of the delivery of the Strategy.

Queensland Walks believe that the Strategy should be clear, honest and bold about the challenges that lie ahead to prepare for increasing population and density. For example, acknowledging that some footpath networks have gone way beyond their whole of asset life timeframe and that many footpaths need replacement, require significant maintenance and in many cases widening to accommodate the volume of users.

The existing barriers to walking can be easily mitigated, especially through co-design, better urban infrastructure planning, construction, and planting.

Feedback on imagery and language

Whilst the Strategy contains some lovely images, we would recommend including a broader variety of images are used:

- Including more images of accessible, diverse, and inclusive Brisbane participating in daily activities.
- Showing fewer images of riverwalk locations, include photos that are reflective of existing networks.
- Showing examples of best practice: King Street, Newstead, Kelvin Grove Urban Village, and master planned communities such as Fitzgibbon and Wakerley.
- Show imagery or references to our heritage and culture and reflect walking in urban and peri-urban environments, to and from public transport and more.

Referencing transport holistically

Acknowledge that walking is an important component of the active and public transport system and multimodal choices. Investment in walking and linkages to public transport spines is vital:

- for density and population increases and to sustainably manage congestion and aim to reduce traffic to create liveable cities and suburbs.
- for accessibility and inclusion for all residents and visitors who rely on public transport
- for the successful rollout and patronage of The Metro, Cross River Rail and existing public transport.
- and is essential to accommodate major events such as Paralympic and Olympic Games the remaining legacy for Brisbane.

We note that this Strategy should acknowledge:

1. That our best footpaths, shared paths or walkways are often our newer built riverside paths are often still too narrow and require separation between users. New major developments need to cater for existing and future demand, with greater width and user-segregation where possible.

2. That full connectivity should be provided to key destinations as a priority including shops, schools, new infrastructure like the green bridges and be part of all planning.
3. That a footpath, kerb ramp and crossing audit is long overdue. For example, issues such as (but not limited to) lack of footpaths or narrowness, footpaths without kerb ramps, islands at intersections are often small, uncovered and difficult to access / egress and dwell times are far too long (sometimes over two minutes for a green crossing signal) all need investigating.
4. That provision of shading, seating, drinking water and public toilets open 24/7 are essential for walking in Brisbane.
5. That to achieve the status of the most walkable city in Australia, a commitment to walking infrastructure will need a complete rethink, and business as usual will not be successful.

As such Queensland Walks recommends:

Recommendation 1: Increase the financial commitment of \$20 million for the life of the Strategy (delivery) and \$200 million annually for specific walking infrastructure.

Recommendation 2: Provide clear detail of which Department will be responsible for each Action and what financial commitment there is to each Action. Please rapidly increase the delivery times of the Actions. Brisbane needs huge improvements in the immediate future and cannot wait to be delivering infrastructure right before a major event in 2032.

The link to the Principles and Outcomes in the Action table is not beneficial nor serving any real purpose. Instead, the Department and Team responsible would better address how the Action Plan will come about. We would also recommend prioritising the Principles and Outcomes in the following order:

1. Safe
2. Inclusive
3. Fit-for-purpose
4. Comfortable
5. Connected and legible
6. Informed.

Recommendation 3: With the increased budget, Council urgently conduct footpath network reviews with community feedback, and shared path network reviews with a priority plan for upgrades immediately. Existing work from the original Move Safe Brisbane report has not yet been completed, and further community feedback will indicate a priority list.

- Ensure that that [A City For Everyone](#) Inclusive Brisbane Plan 2019 – 2029 is adhered to:
'Brisbane is a city where everyone moves around safely and easily. Council is creating more travel options, including accessible public transport and an expanded network of paths for pedestrians and cyclists, and wheelchair, pram and mobility device users'. [A City For Everyone](#) Inclusive Brisbane Plan 2019 – 2029.
- Footpath widths generally in Brisbane are too narrow and not adequate to accommodate current volume (walking for transport, walking for recreation and health), nor able to accommodate additional forecast volume and newer transport modes as well as allow for increasing accessibility and inclusion needs.

'Council will continue widening pathways, installing further seating and shade, and separating bikes and electric scooters from pedestrians on busy paths. Knowing which routes are accessible by wheelchair and installing braille signs, audio and vibrating signals at select crossings is also vital.' [A City For Everyone](#) Inclusive Brisbane Plan 2019 – 2029.

- Footpath Level of Service or Level of Stress (LOS) reviews including widening, kerb ramps, trip hazard reduction, TGSi and Braille Trail extensions, toilets, seating and shading projects are needed especially around busy activity centre and areas where people wait (e.g. priority to major destinations, bus stops, schools).
- We acknowledge the work Council is already doing on tree canopy and shading, however we would recommend an expedited program with more emphasis on hotter suburbs and temporary structures like awnings, pergolas and trellis structures that can provide both rain and heat coverage.
- Footpaths are upgraded and maintained and surfaces are smooth or maintained as are roads. Any future road resurfacing should also include footpath maintenance.
- Connections to and from future green bridges are connected, direct, safe and coherent.
- Walking Network Planning (WNP) conducted in both South Brisbane and Kangaroo Point precincts.

Recommendation 4: Dedicated Pedestrian Infrastructure with segregated e-mobility paths or separation of walking and wheeling

- Most footpaths and shared paths are too narrow to accommodate the large numbers of people walking, riding bikes and scooters. Shared paths need to be widened or separation added through markings or physical structures, or best practice separated routes established to provide alternatives. The increasing use of these devices presents safety risks and deters more vulnerable walkers to enjoy this environment.
- Major spines require segregated paths – e.g., Vulture Street, Montague etc.

Recommendation 5: Significant investment in footpath networks as a priority transport mode, adhere to the Sustainable Transport Hierarchy

We understand that as of May 2023 there are 6,183 streets without a footpath in Brisbane of the 15,147 streets within the Brisbane City Council area. We also understand that just 3,577 of the 15,147 streets in Brisbane have a footpath on both sides of the road, and 2,800 have a footpath on one side of the road, with 2,587 with a partial footpath only. As a capital city with increasing population and density, Brisbane City Council must implement a plan to accelerate the delivery of footpaths.

May 2023 Brisbane City Council	Number of streets	Number of streets with footpath on one side	Number of streets with footpath on both sides	Number of streets with partial footpaths	Number of streets with no footpaths on either side
Total	15147	2800	3577	2587	6183

Table 1: Footpaths on Brisbane Streets. Data supplied: Brisbane City Council May 2023

Recommendation 6: Pedestrian training and staff resources to successfully deliver a strategy and a pedestrian priority program.

- We recommend that all Brisbane City Council staff complete Disability Awareness Training such as QDeNgage, Australian Network on Disability (AND) or equivalent.

- Staff are responsive and design transport projects in accordance with Australian Standards and the Disability Discrimination Action 1992 (DDA 1992).
- Staff attend Austroads presentation and training or equivalent.
- Staff understand TMR's Walking Infrastructure Masterclass and access resources such as Pedestrian Demand Forecasting.
- Staff annually update road safety training, adhere to Safe Systems and update related training specific to walking and active transport modes.

Recommendation 7: Safer streets through slower active streets using a Place and Movement framework:

- We recommend that the following streets and areas are designed and signposted as 30km/hr or lower to increase safety and amenity
 - CBD
 - Café and dining precincts
 - Hospital and health precincts
 - Public transport hubs
 - Popular active travel routes such as Dornoch Terrace
 - School zones made permanently safer
 - Neighbourhood roads and shorter streets permanently safer.
- We recommend residential roads are made safer at 40km/hr with the maximum speed in remaining higher volume roads set to 50km/hr.

Recommendation 8: Slip lane removals, Raised Priority Crossings on all slip lanes

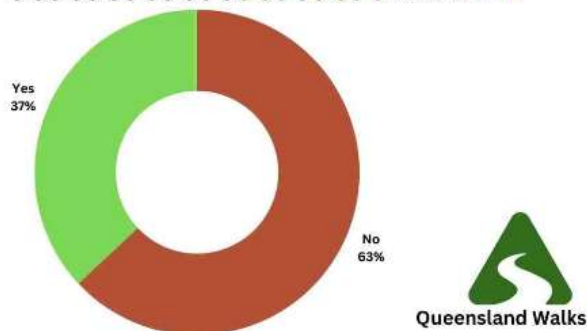
- Ensure that all slip lanes provide a safe crossing for people walking. A provision of a Raised Priority Crossing (RPC) / wombat crossing including slip lane removal as part of the upgrade is recommended
- Where feasible, we do not recommend signalised slip lanes as this significantly increases the wait time for people walking.

Recommendation 9: Pedestrian-friendly crossings: Signalised Intersections, Raised Priority Crossings, continuous shared paths

- Ensure that side streets crossings are safe for people walking.
- Ensure that any upgrade to intersections includes crossings **on all legs.**
- Significantly reduce the 'dwell time' for pedestrians at signalised intersection to 60 seconds at the most.
- Provide mid-block crossing options (not pedestrian refuge).
- Provide Raised Priority Crossings (RPC) in multiple locations. Council to advocate to State Government for a 50:50 funding program.
- Ensure that all new development approvals do not allow for wide driveways with poor sightlines and lack of safe crossings.

Walk My Street

"I have a place where I can cross the road easily and safely without fear"



Graphic 1. Walk My Street checklist data: Safe Crossings

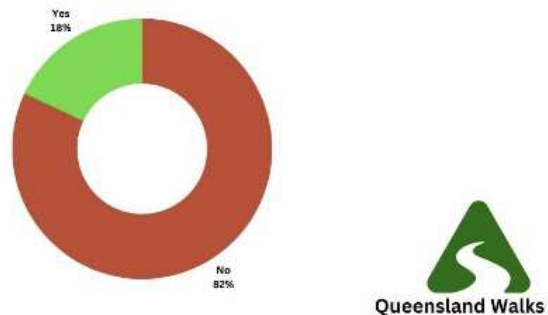
Recommendation 10: Significantly increase the shade canopy cover and shading solutions

- Additional pocket parks to allow for tree canopy coverage.
- Increased shade coverage over footpaths through structures or verge planting.
- Ensuring setbacks allow for tree planting.
- Commit to a de-paving road program / road dieting to improve footpath systems.
- Reduce the urban heat island (UHI) impact by increasing green infrastructure and limiting roadways.

Walk My Street



"The footpath is shaded and cool in summer and protects me from sun exposure and heat"



Graphic 2. Walk My Street checklist data: heat and shade

Recommendation 11: Review of existing carriageway, provide dedicated bus lanes, and reduce on street carparking:

- Reprioritisation of existing carriageways and on road parking of private motor vehicle needs review in the Active Travel precincts, as well as priority to active and public transport.
- Public transport and bikeway improvements are necessary also warranted and will help to improve active travel and reduce private motor vehicle use. e.g. Vulture Street.

- Improve space for walking and riding by providing a buffer between motor vehicles whilst improving the amenity of the footpath with a green 'buffer' as per the Annerley and Stanley St segregated bikeways.

Recommendation 12: Review and ensure the personal safety for people walking, rolling and strolling especially understanding the needs for women, older people and people with a disability

- Ensure that major active transport spines are welcoming and safe during the day and at night.
- Ensure safe and welcoming options for people walking from the new green bridge.
- Ensure that night time lighting is fit for purpose and for specific pathway users.
- Provide quality wayfinding in all parts of the journey.
- Ensure appropriate sight lines to anticipate travel and reduce conflict points.
- Ensure emergency call points are provided at more isolated locations.

Recommendation 13: Temporary Traffic Management and temporary footpath closures

- Minimise or restrict footpath obstructions or temporary closures.
- Ensure that off-footpath e-mobility and bike parking is provided consistently and marked clearly.
- Conduct a communications strategy to educate residents in an effort to reduce parking on footpaths.
- Ensure that unavoidable footpath closures as a result of development provides a low-risk. Disability Discrimination Act (DDA) compliant alternate route (e.g., on road and segregated by temporary protective barriers.)

Recommendation 14: Developing a more efficient process for walking infrastructure maintenance

Queensland Walks understand that, as at May 2023, there were 2,221 footpaths on the waiting list for maintenance and upgrades. A poorly-maintained footpath increases the risk of slips, trips and falls, hospital and insurance costs and can leave some residents and tourists permanently injured. Poorly maintained footpaths can also be a barrier for people with a disability, older people and parents with prams being able to walk on a daily basis. Brisbane City Council must look at the barriers for a quick and systematic process of maintenance and upgrades.

Appendix 1: Queensland Walking Alliance Submission

<https://queenslandwalks.org.au/wp-content/uploads/2023/09/Queensland-Walking-Alliance-submission-to-Brisbane-City-Council-on-Walkable-Brisbane-Strategy-Sept-2023.pdf>

The Queensland Walking Alliance

23 SEPTEMBER 2023

BRISBANE CITY COUNCIL

Chair Transport, Chair Public and Active Transport, Councillor Ryan Murphy

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cc Civic Cabinet Chair for City Standards, Councillor Kim Marx chair_standards@brisbane.qld.gov.au

cc Civic Cabinet Chair for Environment, Parks and Sustainability, Councillor Tracy Davis

mcdowall.ward@bcc.qld.gov.au

Dear Chair Transport, Councillor Ryan Murphy, Brisbane City Council,

The Queensland Walking Alliance* is a collation of partner organisations and individuals who are committed to a healthier and more connected Queensland. The Alliance calls for better walking, rolling, and strolling facilities and therefore more walking every day. The Alliance provides a central voice for walking and walkability. The Alliance includes over 30 organisations and individuals who represent well over 500,000 Queenslanders.

The Queensland Walking Alliance collective action identified the following priorities:

- [Accessibility and inclusion for walking \(Call to Action completed\)](#)
- Road safety for walking, rolling, and strolling (Call to Action prioritisation underway)
- Heat response and shade solutions for walking (Call to Action consultation underway)
- Investment in urban and regional walking infrastructure (2024)
- Paralympic and Olympic Games: Placemaking and investment in vital walking infrastructure

*NEW

The Alliance celebrates the commitment to the Walkable Brisbane Strategy, and we look forward to seeing the ongoing commitment of Brisbane City Council to prioritise walking as a mode of transport in budgets, in staffing and resourcing, in road safety, urban design, sustainability and congestion reduction, in placemaking and the longer-term legacy and visioning of our great city. We thank you for extending the submission period for the strategy, as well as coordinating a suitable time in the year to release the strategy, away from the busy pre-Christmas period.

In 2023 the Queensland Walking Alliance released our first [Call to Action: Accessibility and Inclusion for walking, rolling and strolling in Queensland](#). The Call to Action highlights the prioritisation of

people who walk, roll and stroll. The 5 core Call to Action items call for local and state governments to:

1. Conduct comprehensive footpath network reviews
2. Deliver dedicated Pedestrian Infrastructure Grants
3. Increase Investment in footpath networks as a priority transport mode
4. Undertake pedestrian training and staff resourcing
5. Deliver Walking Strategies and Plans.

We are thrilled that Brisbane City Council is undertaking a Strategy and a plan to improve the conditions for walking in Brisbane. We understand that the Strategy will guide 'planning, project and programs'. We encourage Brisbane City Council to be clear about what these are, who will deliver them, and what financial commitment will be made to deliver the most walkable city in Australia. We commend Brisbane for planning on 'putting walking at the forefront in our planning and delivery,' and to achieve this we need to know how this will be achieved, how accessibility and inclusion, older people and children who walk, roll and stroll will be prioritised in their transport mode of choice, and encourage to choose walking. We are aware that many road projects continue to discourage people walking or have made the walking environment less safe and comfortable (e.g., new roundabouts that do not provide raised crossings, new signalised intersections delivered under the Black Spot Projects, or other, that do not provide a pedestrian crossing on all legs). We seek Brisbane City Council's commitment to committing to walking as a priority in every single project across all Council departments.

To ensure that walking is prioritised, we support Queensland Walks recommendations of significantly increasing the budgets allocated to walking:

- \$20 million to resource and deliver The Strategy
- \$200 million annually for a Pedestrian Priority Program.

As well as the Call to Action, the Alliance has provided the following specific feedback to the Walkable Brisbane Strategy:

The design, structure, and imagery of the Strategy

- The use of photo imagery should reflect the various walking, rolling, and strolling transport users, and in various settings that includes suburban and CBD settings, as well as vital locations for walking – access to public transport or activity centres. Including people with a physical or cognitive disability, kids walking to school, walking to work (with hats, with a variety of footpaths rather than predominantly recreational paths).
- We recommend the use of best-practice images or graphics of walk-friendly infrastructure: Raised Priority Crossings, slower speed locations, wider and shaded footpaths using exemplars such as King Street, Kelvin Grove Urban Village, Fitzgibbon Chase, parts of the North Brisbane Bikeway, Newstead, and New Farm.
- We recommend that imagery of recreational walking is limited since this is a transport strategy, and not a recreational strategy.
- The Action items should be numbered and define who will take leadership and be responsible for the delivery of each item – which department, and reference to budgeting of the deliverable Action.
- Many of the Action items should be occurring earlier than planned. Examples include the delivery of 'Action 6 – Identify a location to deliver a high-quality pedestrian connection' 3 – 5 years which by our calculations will be 2027 - 2029. This work should be happening immediately, so that the infrastructure build will be delivered well ahead of 2032.

- The Alliance encourages Brisbane City Council to focus on applying co-design and people-centred design principles. We would like to see this as a deliverable Action, with recommendations to improve the consultation process on projects prior to initial design work.
- The Principles may need to be reprioritised to the following order:
 - Safe
 - Inclusive
 - Fit for purpose
 - Connected and legible
 - Informed
 - Comfortable and enjoyable*
- Some of the discussion topics may sit more comfortably within different principles: e.g., Shading is a safety element when we think about heat stress and skin cancer.
- The Alliance recommends that Brisbane City Council is specific in the ways that the action will be delivered and will ensure that all Brisbane City Council departments have been consulted, understand their role, and are committed to playing a part to deliver a Walkable Brisbane. For example (but not limited to), Brisbane City Council departments, branches, and committees responsible for the delivery includes: Transport and City Projects, [Environment, Parks and Sustainability](#), [Community, Arts and Nighttime Economy](#), [City Standards](#) and Asset Services, [Infrastructure](#), [Economic Development and the Brisbane 2032 Olympic and Paralympic Games](#), [City Planning and Suburban Renewal](#) the call centre, sport and recreation teams and health.

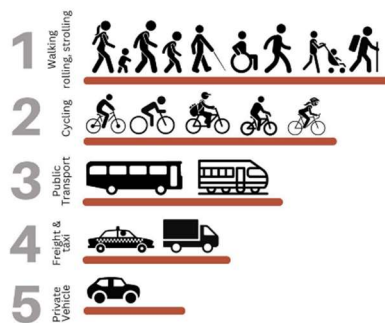
Content of The Strategy

- The Alliance believes that we must ensure that we have a truly accessible city for walking and recommend this to be a priority Action in the strategy
- We recommend that the Action items are delivered earlier in the document and overall discussion and content reduced
- The Strategy should reference walking in the context of other transport modes such as vehicles that make walking less safe, less comfortable, and attractive. The absence and acknowledgement that the role and impact that vehicles and roads have on pedestrians was of major concern to The Alliance. We know that injuries and fatality to pedestrians in an urban environment is a direct result of vehicle movement, speed, driver behaviour, and road or roadside design and infrastructure.
- The Strategy should include a reference to the number of requests and complaints for traffic calming, safety requests, and have a clear and detailed strategy to prioritise pedestrian safety across the network.
- The Alliance would be happy to be included for future cost and time-efficient consultation as a collective and would value transparent consultation on all aspects of the Strategy.
- The Alliance recommends **Brisbane City Council to commit to safer streets, roads and roadsides through:**
 - Road reallocation to create pedestrian and e-mobility friendly environments
 - Safer speeds:
 - 10km/hr High Activity Transport Users Area (HATUA).
 - Trialling 30km/hr in school catchments and throughout the CBD, hospital precincts and other high pedestrian areas.
 - 40km/hr neighbourhoods.
 - 50km/hr roads.

- On street carparking reduction, allowing for footpaths on both sides of the road, a wider footpath, and segregated e-mobility path.
 - Raised Priority Crossings and raised continuous paths.
 - Place and Movement frameworks that adopt Safe System Solutions.
 - Developing 15-minute walkable neighbourhoods.
 - Reducing road widths, slip lane removals, and more, to reduce dangerous interactions between vehicles and people who walk, roll and stroll.
 - Engaging in a program to work with Queensland Police and State government to improve driver compliance and lower speeds.
- The Alliance recommends that, like the E-mobility Strategy, an Action is included for Brisbane City Council to advocate to State and Federal Government to improve the safety for people walking through:
 - Funding for **Walking Network Planning (WNP) and,**
 - **WNP infrastructure grants** for deliverable walking projects.
 - 50:50 funding program for:
 - Raised continuous paths to schools
 - Raised Priority Crossings (RPC or wombats)
 - Safe streets for walking, rolling and strolling.

Content not included and recommend being included in The Strategy

- We recommend that the sustainable transport user hierarchy (see below) or prioritisation of walking is adopted throughout Council, and a commitment to shifting from our reliance on private vehicles to adopting active and public transport, ready for The Games and responding to an increasing population and ageing community.



Sustainable Transport Hierarchy, adapted from
Department of Transport and Main Roads, Queensland Walking Strategy 2019 -
2029 Walking for everyone, every day, p. 19 (3)

ALT: a graphic of the order of priority with walking as #1, riding #2, public transport #3, freight and taxi vehicles as #4 and private vehicles as #5.

- **An urgent mapping exercise to determine neighbourhoods with low provision of footpaths**, including (but not limited to paths within a close proximity to schools and activity centres).

- **A renewed attention to requiring footpath, shared paths and other pedestrian infrastructure in development approvals** for new urban developments.
- **A footpath and kerb ramp widening program** in key corridors and in older suburbs.
- **A commitment to keep innovating and investing in the Active School Travel program and important infrastructure that enables more children to walk to school.**
- **A thorough review of the existing Tactile Ground Surface Indicators (TGSIs)** and Braille Trails and an urgent commitment to fix and maintain, update, and upgrade the TGSIs.
- **30km/h schools and local street speed trials.**
- **A connected corridors strategy and program** to accompany the success of the Green Bridges program to ensure that quality accessible connections are made to and from the Green Bridges. For example the Breakfast Creek to Albion, to Newstead corridor.
- **A thorough strategy is necessary to reduce pedestrian delay at traffic lights as part of safety and comfort, and prioritising key walking routes.** The Alliance believes that the economic and road safety impact of pedestrian delays are not emphasised enough as a barrier to walking and the Strategy does not specifically talk about the need for priority over traffic in high pedestrian environments (for example CBD, Fortitude Valley, South Bank, Albion & the Woolloongabba Gabba).
- **Village Improvement Projects** for the lower Socio-Economic Status (SES) suburbs in Brisbane for example Inala, Acacia Ridge, Stafford, Zillmere
- **A plan for managing the impact to pedestrians with the increasing number, size, and weight of domestic and commercial vehicles** (American style SUVs and pick-up trucks) and trucks, semi-trailers and concrete trucks which will increase as development increases in the lead up to the games.
- **A response to increasing noise pollution due to increased traffic and vehicles** with sound enhancers, and tail-pipe emissions from idling vehicles especially at schools.

QUEENSLAND WALKS

Once again, we congratulate Brisbane City Council for taking the first step to ensuring that Brisbane becomes a walk-friendly city. We know that this work will take significant effort, will require much more suitable budgets and resourcing to uplift the existing pedestrian network both in the city and in the suburbs.

If successfully committed however, this work will be incredibly popular with residents and visitors and will leave an intergenerational legacy to be recognised. We look forward to working with Brisbane City Council on the delivery of the final strategy, and we would like to extend an invitation for The Transport Chair, Cr Ryan Murphy, and the walking team to meet with the Alliance in 2024.

Yours sincerely,



The [Queensland Walking Alliance](#)



*We are pleased to report that [AITPM](#) Qld and [Urban Design Alliance \(ADal\)](#) have recently joined the Queensland Walking Alliance and have contributed to feedback on this paper.

Appendix 2:

Accessibility and Inclusion for walking, rolling and strolling in Queensland: A Call to Action



QUEENSLAND WALKING ALLIANCE
Accessibility and Inclusion for walking, rolling and strolling in Queensland: A Call to Action

CALL TO ACTION

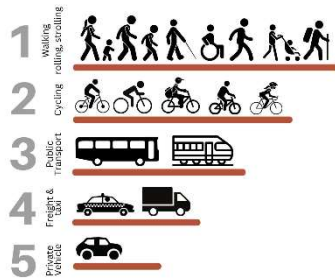
- 1 FOOTPATH NETWORK REVIEWS**
- 2 DEDICATED PEDESTRIAN INFRASTRUCTURE GRANTS**
- 3 INCREASED INVESTMENT IN FOOTPATH NETWORKS AS A PRIORITY TRANSPORT MODE**
- 4 PEDESTRIAN TRAINING AND STAFF RESOURCES**
- 5 WALKING STRATEGIES AND PLANS**

CALL TO ACTION	WHO?	MEASURE
1. Footpath network reviews	Local Government State Government Individual entities such as Queensland Walks 'Walk My Street Checklist', Heart Foundation Walking Checklist, or Health Streets Index	Queensland Walking Alliance Benchmarking (in development and subject to funding) Walking in Queensland survey
2. Dedicated pedestrian infrastructure grants	State Government Federal Government	Queensland Walking Alliance Benchmarking
3. Increased investment in footpath networks	All three levels of Government	Queensland Walking Alliance Benchmarking
4a. Pedestrian training and staff resources	All three levels of Government, coordinated by Government	Queensland Walking Alliance Benchmarking
4b. DDA Compliance, Whole Journey, Australian Standards compliance	Local and State Government, private developers, builders	Complaints lead to referrals to Human Rights Commission Qld
5. Walking Strategies and Plans	Local Government with potential for co-investment via Federal or State	Queensland Walking Alliance Benchmarking

PRIORITISING PEOPLE WHO WALK

Our call to action is accessible. It is of the Sustainable Transport Hierarchy, using the whole journey to help inform transport providers. We encourage the journey to be as easy as possible. It is about making walking, rolling and strolling a viable mode of transport for all Queenslanders.

To meet this, local governments need a range of policy and budgeting measures, including path planning for walking, rolling and strolling, and accessible transport services and facilities, including accessible public transport hubs, with services and staff to follow.



Sustainable Transport Hierarchy, adapted from Department of Transport and Main Roads, Queensland Walking Strategy 2019 - 2029 Walking for everyone, every day, p 19-21

THANK YOU TO OUR PARTNERS

The Queensland Walking Alliance is proud to be supported by our partners and sponsors through the Alliance.

The Queensland Walking Alliance members commit to a healthier and more connected Queensland by advocating for a Queensland Government and local councils to invest in and support accessible walking facilities, better footpaths, and more walking in Queensland.



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