

# The Queensland Walking Alliance

23 SEPTEMBER 2023

## BRISBANE CITY COUNCIL

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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](#)

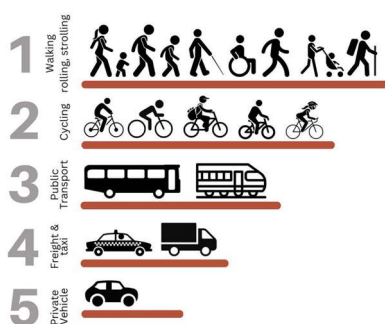
[Paralympic Games, City Planning and Suburban Renewal](#) the call centre, sport and recreation teams and health.

## 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.

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 1:

## 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

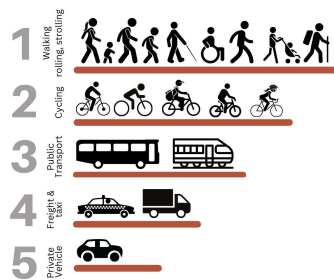
- 1 FOOTPATH NETWORK REVIEWS**
- 2 DEDICATED PEDESTRIAN INFRASTRUCTURE GRANTS**
- 3 INCREASED INVESTMENT IN FOOTPATH NETWORKS AS A PRIORITY TRANSPORT MODE**
- 4 PEDESTRIAN TRAINING AND STAFF RESOURCES**
- 5 WALKING STRATEGIES AND PLANS**

CALL TO ACTION	WHO?	MEASURE
1. Footpath network reviews	Local Government State Government Individual audits such as Queensland Walks 'Walk My Street Checklist', Heart Foundation Walking Checklist, or Healthy Streets to 100s	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, contribute to practitioners contracted by Government. With an emphasis on traffic and road design, transport planning, public transport services and infrastructure design.	Queensland Walking Alliance Benchmarking
4b. DDA Compliance, Whole Journey, Australian Standards compliance	Local and State Government, private developers, builders	Complaints, audits, 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 items encourage the use of the Sustainable Transport Hierarchy (see below), and the Whole-of-Journey approach using the Whole Journey Guide to help inform transport decisions. We encourage Whole Journey thinking to be embedded in all decision making processes, and to go beyond compliance to deliver better outcomes for all Queenslanders Qld.

To achieve this, The Alliance collectively calls on a range of policy and budgetary measures commencing with the funding for comprehensive walking audits conducted in and around public transport hubs, schools, and education settings, shopping and health precincts and community hubs, with further walking audits to follow.



### THANK YOU TO OUR PARTNERS

The Queensland Walking Alliance is a network of Queenslanders 'led up and under' by the Queensland Government through this Action Plan for walking.

The Queensland Walking Alliance members contribute to a healthier and more connected Queensland by advocating to local, state and federal governments for encouraging and supporting people walking, rolling and strolling in a more accessible way.



**QUEENSLAND WALKS**

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