

Walkable Brisbane strategy

DRAFT

MAY 2023



Dedicated to a better Brisbane

A message from the Lord Mayor



Brisbane is one of the best cities in the world and we're working to make it even better.

A better Brisbane is also a more walkable Brisbane and our draft Walkable Brisbane strategy will guide planning, projects and programs over the next 10 years to encourage more people to walk more often.

The next decade will be an exciting chapter in Brisbane's history as we work towards the Brisbane 2032 Olympic and Paralympic Games and deliver a positive legacy for the decades that follow.

The walkability of a city can have a direct impact on the quality of our lives and it's just as much about delivering major infrastructure like new green bridges, as it is about delivering better footpaths near schools and other key destinations as well as more shade for pedestrians.

As Lord Mayor, I am proud of the work we are doing to make it even easier for residents and visitors to walk around Brisbane and this strategy will set the framework for us to identify and deliver more initiatives that make it easier, safer and more comfortable to walk in Brisbane.

A handwritten signature in black ink, which appears to read 'Adrian Schrinner'.

Adrian Schrinner
Lord Mayor

Acknowledgment of Country

Brisbane City Council acknowledges this Country and its Traditional Custodians. We acknowledge and respect the spiritual relationship between Traditional Custodians and this Country, which has inspired language, songs, dances, lore and dreaming stories over many thousands of years. We pay our respects to the Elders, those who have passed into the dreaming; those here today; those of tomorrow.

May we continue to peacefully walk together in gratitude, respect and kindness in caring for this Country and one another.

Walking in the footsteps of Brisbane's traditional custodians

The traditional custodians walked the land today known as Brisbane for up to 40,000 years prior to the establishment of the city as a colonial settlement in 1824.

Many of Brisbane's modern-day roads closely follow the path of traditional tracks. This includes Waterworks Road, which follows a track leading from Ashgrove to Mount Coot-tha, and Old Northern Road in Everton Hills.

A message from the Civic Cabinet Chair for Transport



Walking offers a range of health, environmental, social and economic benefits for ourselves and our community.

Many of us walk specifically for recreation or exercise, but we often don't recognise that walking is also part of our journey when we catch the bus, drive to the shops or go to special events.

Living in a walkable city can have a direct impact on the quality of our lives. By creating well-designed walkable neighbourhoods that connect a diverse mix of land-uses and provide access to quality public transport, services and greenspaces, we can create a healthier, more vibrant and more sustainable Brisbane.

Council has improved walking by providing footpaths, shared paths, bridges, trails and bushwalks. New green bridges and other projects to make it easier and safer to walk in Brisbane will help us maintain the enviable outdoor lifestyle that makes Brisbane such a great place to live, work and play.

Brisbane is the Host City of the Brisbane 2032 Olympic and Paralympic Games. Putting walking at the forefront in our planning and delivery over the next 10 years will help to firmly establish Brisbane as one of the world's most walkable cities.

A handwritten signature in blue ink, appearing to read 'Ryan Murphy'.

Cr Ryan Murphy
Civic Cabinet Chair for Transport

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Walkable Brisbane vision

Brisbane, one of the world's most walkable cities.

Brisbane will be a city where more people of all ages, abilities and backgrounds can choose to walk more often and where that choice results in a safe, comfortable and enjoyable experience.

Aspirations

- Walking is a viable and effective travel choice for shorter trips, meeting community needs for commuting, including accessing public transport, business, local services and recreation opportunities.
- High-quality walking infrastructure and accessible spaces deliver an improved journey experience with better pedestrian access, connectivity, capacity, safety and amenity for people choosing to walk in Brisbane.
- More people choose walking as their preferred mode of transport, increasing the number and mode share of walking trips in Brisbane.
- Walking is recognised in investment decisions for its contribution to our liveability, health and wellbeing and local economy.

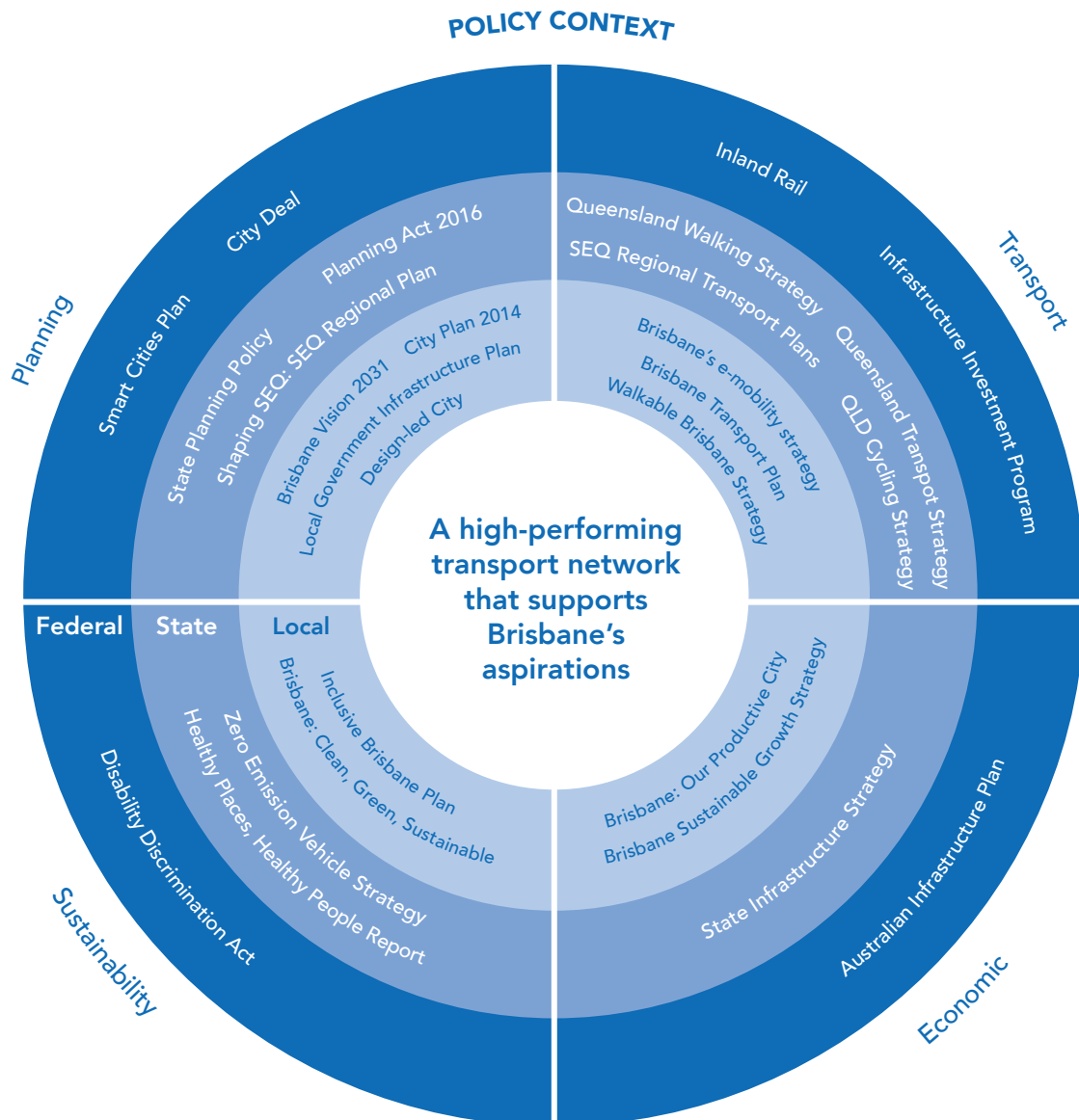
Principles and outcomes

- **Comfortable and enjoyable:** walking in Brisbane is a pleasant and appealing experience.
- **Connected and legible:** Brisbane's network of pathways and public spaces is easily navigated and connects residents and visitors to where they want to go.
- **Safe:** walking in Brisbane is a safe travel option at all times of day and night.
- **Inclusive:** walking is a viable option for people of all ages, abilities and backgrounds.
- **Fit-for-purpose:** streets and public spaces meet the needs of the people walking in them.
- **Informed:** enhanced data collection and analysis will improve pedestrian planning and ensure that investment in walking programs and infrastructure is most effectively targeted.

Strategic framework

The importance of walking for health and as a form of transport is recognised by all levels of government.

There are several plans, strategies and legislations that provide a framework for the Walkable Brisbane strategy.





Transport Plan for Brisbane — Strategic Directions

The *Transport Plan for Brisbane — Strategic Directions* (Transport Plan) guides the evolution of Brisbane's transport network over a next 25 year period to ensure our city stays connected, liveable and prosperous into the future.

The Transport Plan recognises walking as an important sustainable travel choice with many benefits to individuals and Brisbane.

Transport Plan for Brisbane — Implementation Plan 2018

The *Transport Plan for Brisbane — Implementation Plan 2018* outlines short-to-medium term actions that will help achieve the outcomes of the Transport Plan. Walkable Brisbane is one of the key initiatives, along with e-wheeling, which informed *Brisbane's e-mobility strategy 2021–2023*.

Introduction

Walking is a fundamental part of most people's everyday routine, but its importance can often be overlooked as part of a transport journey, such as catching a bus or walking from the car to the shops.

People often do not see walking as a valid standalone travel mode, instead viewing walking as recreation or exercise.

When this strategy talks about walking, it includes all the ways and reasons that people walk in our city. A walkable Brisbane is one that provides for people who move with the help of mobility devices and aids such as wheelchairs, mobility scooters, walking frames and canes. It also provides for people pushing prams, walking, running for health and recreation, in groups, alone or with pets.

The Walkable Brisbane strategy paves the path for the next decade of projects and programs that support walking. For each principle there is a desired outcome and a range of directions to support that outcome. The strategy also includes an action plan that Council will implement over the next five years to promote and improve walking in Brisbane.

This will include delivering the intent of *Brisbane's Inner City Strategy* that seeks to deliver on the desired outcome of an inner city that will prioritise sustainable transport connections, centred on walkable precincts and integrated public and active transport.

Council acknowledges the critical role that walking plays in moving around your local area and across the city, as well as the contribution to community health and wellbeing. Walking adds to Brisbane's liveability and economic vitality, now and into the future.

Council's *Transport Plan for Brisbane — Strategic Directions* recognises that making sustainable transport options more attractive can help promote public transport use and reduce private vehicle travel. The Transport Plan also outlines Council's vision for a healthy city, with the health and wellness benefits of more walking and cycling.

Walkable Brisbane is one of the key initiatives identified in the *Transport Plan for Brisbane — Implementation Plan 2018*. The Walkable Brisbane initiative outlines a citywide framework for a city where more people choose to walk more often in a safe, comfortable and enjoyable environment.

Brisbane 2032 Olympic and Paralympic Games

Brisbane is the Host City of the 2032 Olympic and Paralympic Games. With the majority of competition and non-competition venues located in Brisbane, walking will be a critical transport mode. Ensuring people can move comfortably, safely and conveniently between event venues, accommodation, live sites and visitor attractions will be an important consideration in planning and preparing for the Games. The Brisbane 2032 Olympic and Paralympic Games provides a once-in-a-lifetime opportunity for Brisbane to harness the sustainable legacy opportunities presented by this global event.

Benefits of walking



Greater access to places and events that bring a sense of belonging, social investment and wellbeing to people's lives can enhance social inclusion and connection. Walkable neighbourhoods are particularly important for older people and those with disabilities, helping them to lead independent, social lifestyles. Walking fosters social connection, providing opportunities for socialising and meeting new people¹.

¹ M. Lydon, A. Garcia & A. Duany, Tactical Urbanism: Short-term Action for Long-term Change, Island Press, Washington DC, 2015.

Why we walk

People are motivated to walk for a range of reasons. Walking trips are generally short in nature with more than 80% of walking trips in Brisbane reported as less than 1.5 kilometres.



Walking to school

The proportion of children walking to school has declined since the 1970s, however Council's Active School Travel program has fostered more trips to school by walking and riding bikes and scooters in, participating schools.



Journeys to work

Most trips to work by walking occur where people reside and work in the same or adjoining suburbs. More residents walk their commute in inner Brisbane as there is greater density of housing, employment and services².



Access local destinations

Walking is a popular choice for accessing local shops, cafes and restaurants, particularly in areas where there is a wider range of options within a walkable distance⁵.



Health and wellbeing

People are often motivated to walk as they see it as being good for physical health. Walking is also seen as enjoyable, allows time outside and is good for mental health and wellbeing³.



Connect to public transport

Many people access public transport by walking. How far people are willing to walk to transport is dependent on the type and frequency of service and the quality of the walking route⁶.



Recreation

Many people walk for recreation. It can be a relaxing activity that helps people unwind, exercise and socialise. Walking with pets is also popular⁴.



² Australian Bureau of Statistics, 2016 Census, ABS, 2017.

³ Department of Transport and Main Roads, *Walking in Queensland Report*, Queensland Government, 2019, p7.

⁴ Department of Transport and Main Roads, *Household Travel Survey*, Queensland Government, Brisbane, 2017.

⁵ Market Facts, *Queensland Walking Survey, Survey Analysis Report Summary*, Report prepared for Department of Transport and Main Roads, 2019.

⁶ Burke M and Brown A. 2007, 'Distances people walk for transit', *Road and Transport Research*, 16(3), pp. 17-29.

Walking in Brisbane

Walking trips are generally short in nature in Brisbane⁷.

- **More than 80%** of walking trips in Brisbane are reported as less than 1.5 kilometres.
- **More than 60%** of trips less than one kilometre in Brisbane are made by walking.
- Even for journeys up to two kilometres, **more than one third of trips** were still made by walking, demonstrating the importance walking plays in local movements.

Walking to work

According to the 2016 Census⁸ 5% of Brisbane residents who travelled to work did so purely by walking, with more than 21,000 trips reported.

- The Brisbane CBD attracts the most walking trips to work with **81,543 overall journeys** to work.
- The second highest walking journey to work total for a suburb is Fortitude Valley with **14,733 trips** – less than 20% of the journeys to the Brisbane CBD. However, 9% of journeys to work in the Valley are by walking compared to 7% in the Brisbane CBD.



⁷ Department of Transport and Main Roads, *Household Travel Survey*, Queensland Government, Brisbane, 2018.

⁸ Australian Bureau of Statistics, *2016 Census*, ABS, 2017.

Barriers and opportunities

Brisbane is known for its outdoor lifestyle. Its climate can encourage or discourage walking, depending on factors such as time of year, time of day and weather. The hilly nature of some suburbs can make walking challenging, particularly for people with mobility issues.

The iconic Brisbane River provides opportunities for pleasant walking paths along its banks, but can also act as a barrier for people wanting to access locations on the opposite side. Transport infrastructure such as rail lines, motorways and other major roads can also act as barriers to walking if safe crossing facilities are not available.

Brisbane can become even more walkable by addressing barriers and building on opportunities.

Barriers

There is a range of barriers which can limit walking. These include:

- a climate that can make walking uncomfortable
- poor connectivity and quality of footpaths
- destinations being too far away to walk
- limited space and priority given to pedestrians
- safety concerns (both personal and road safety)
- a lack of supporting infrastructure (including shade, shelter, lighting)
- physical barriers such as roads, railway lines and waterways
- hilly terrain
- legibility and accessibility of walking routes (e.g. lack of signage, tactile devices, ramps, etc.).

Opportunities

There are opportunities to encourage more walking trips. These include:

- more connected paths and more appropriate infrastructure links between pedestrian infrastructure and other modes of transport (e.g. more crossing points)
- more space and priority given to pedestrians
- involve stakeholders in co-design processes, including people with lived experience of disability
- improving accessibility for all users through targeted funding
- planning and neighbourhood design that promotes physical activity
- behavioural change initiatives that prioritise physical activity as part of a healthy lifestyle and promote walking as an everyday activity for transport
- providing an appropriate environment to walk (slower traffic speeds, more space for walking)
- providing supporting facilities (including shade, lighting, public art and appropriate street furniture that facilitates walking)
- improved wayfinding (information, signage, maps)
- separating pedestrians from other modes of transport, where appropriate, to improve safety
- changes to the process for the identification, prioritisation and delivery of new footpaths to be more strategically aligned.



Principles and outcomes

The Walkable Brisbane strategy is underpinned by six strategic principles and outcomes to help make Brisbane one of the most walkable cities in the world.

The following pages set out the principles for the Walkable Brisbane strategy and the outcomes we are seeking to achieve. This includes various elements that can contribute to these outcomes and directions we can take to achieve them.

- **Principle One — Comfortable and enjoyable:** walking in Brisbane is a pleasant and appealing experience
- **Principle Two — Connected and legible:** Brisbane's network of pathways and public spaces is easily navigated and connects residents and visitors to where they want to go.
- **Principle Three — Safe:** walking in Brisbane is a safe travel option at all times of day and night.
- **Principle Four — Inclusive:** walking is a viable option for people of all ages, abilities and backgrounds.
- **Principle Five — Fit-for-purpose:** streets and public spaces meet the needs of people walking in them.
- **Principle Six — Informed:** enhanced data collection and analysis will improve pedestrian planning and ensure that investment in walking programs and infrastructure is most effectively targeted.





Principle One: Comfortable and enjoyable



OUTCOME: Walking in Brisbane is a comfortable and enjoyable experience.

By making the walking environment enjoyable and comfortable, more people will choose to walk to local destinations and for exercise and recreation.

Seating and places to rest

Providing comfortable places for people to stop and rest when walking is an important element in encouraging walking.

Being able to stop and rest at facilities with shade and protection from the elements is particularly important for people who have a mobility or health issue that prevents them walking long, continuous distances. Breaking walking trips down into shorter more manageable distances allows walking trips to be extended, making more destinations reachable.

Public seating in activity centres has the added benefit of allowing people to dwell in a place, increasing activity and encouraging social interactions. Additional public seating at other locations where people would like to stop and rest helps make those areas attractive as walking destinations and encourages more people to walk more often.

19% of Queenslanders indicated that providing more places to stop and rest would encourage them to walk more⁹.



Village Precinct Projects

Village Precinct Projects is an improvement program for Council spaces in the public realm to deliver high-quality, attractive public spaces that are accessible, safe and comfortable to walk through, to linger and enjoy. Breathing new life into local shopping precincts is achieved by delivering public realm improvements such as:

- new seats, bins, bike racks, drinking fountains and balustrades to improve the centres' functionality and comfort
- footpath upgrades to improve pedestrian connectivity, safety and comfort
- street trees and garden beds to provide shade, create a 'green' buffer between pedestrians and vehicular traffic, and provide a colourful and pleasant setting for outdoor dining and an inviting place to meet, shop and socialise
- public art and creative outcomes to enhance character and identity, and create a focal point for the community
- tailored activation events to enhance the sense of place and ownership, which may encourage local economic development by encouraging the community and visitors to the precinct
- minor civil works including pedestrian medians, kerb ramps, tactile pavement markers and the realignment of kerbs to improve centre accessibility and safety.

⁹ Department of Transport and Main Roads, *Walking in Queensland Report*, Queensland Government, 2019, p9.



Street trees and shade

Street and park trees and landscaping play a vital role in providing shade to pedestrian pathways and public spaces, improving air quality and helping to combat the urban heat island effect, reducing temperatures and making it more pleasant to walk.

Providing shade through alternative means, such as shade sails or other structures, can also make pathways and dwelling points more comfortable for people walking.

As well as having environmental benefits, street trees and planting of vegetation in street verges, median strips, local shopping precincts and other locations can improve amenity and encourage walking. Council plants over 13,500 new street and park trees each year to grow our urban forest across Brisbane.

Through the Greener Suburbs program, Council has increased tree planting and landscaping. Planting of more street and park trees has enhanced walkability of neighbourhoods, helping to provide cooler, greener and more comfortable pathways as well as improved air quality.

Council focuses its tree planting activities in suburbs with less than 30% tree cover to footpaths, where there are higher numbers of vulnerable people (i.e. the young and the elderly), with higher percentages of households who rent and where weekly household incomes are lower.



Did you know?

Walking is the perfect low-cost healthy activity that can be part of the daily routine, and is beneficial in reducing stress and anxiety, and combatting the effects of depression.



Did you know?

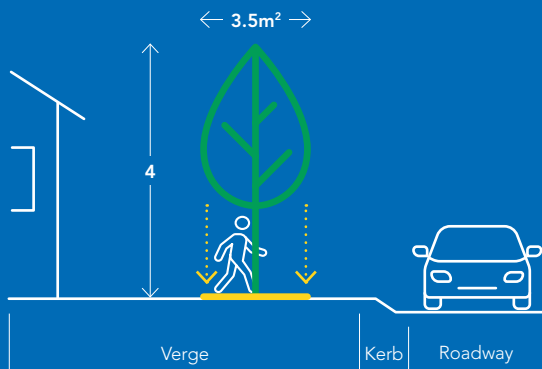
Physical inactivity is the fifth leading cause of preventable death in Australia¹⁰. But, just 30 minutes walking a day can reduce the risk of chronic disease and illness¹¹ and the likelihood for individual obesity decreases 4.8% for every kilometre walked per day¹².

¹⁰ Australian Bureau of Statistics, *General Social Survey*, Cat. No. 4159.0, ABS, Canberra, 2015

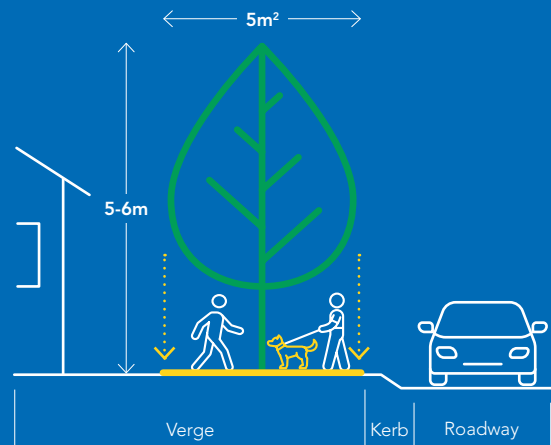
¹¹ Heart Foundation Walking, *Benefits of walking*, National Heart Foundation of Australia, Brisbane, 2022, viewed 10 October 2022, walking.heartfoundation.org.au

¹² Transport for London, *Improving the health of Londoners: Transport action plan*, Mayor of London, 2014, p29.

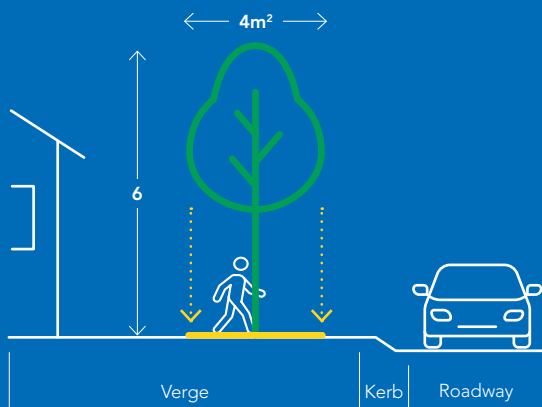
Tulipwood – Year 5



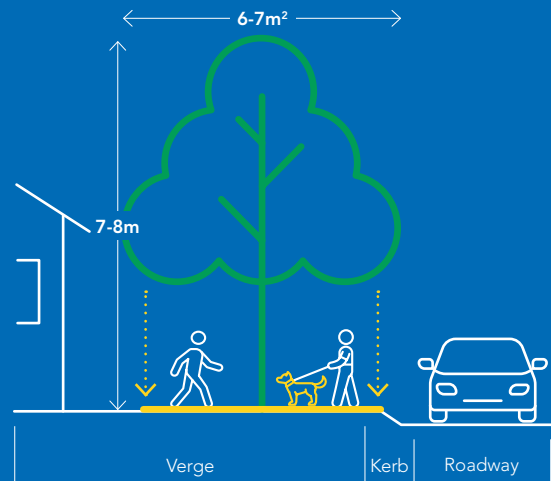
Tulipwood – Year 10



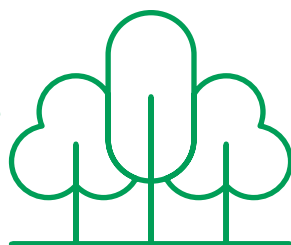
Jacaranda – Year 5



Jacaranda – Year 10



Where there are more
street trees
along the footpath
network, residents
are more likely to
**walk for 60 minutes
each week.**¹³



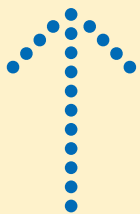
Did you know?

Council planted more than
146,000 street and park
trees in the past decade.

¹³ Department of Transport and Main Roads, *Walking in Queensland Report*, Queensland Government, 2019, p9.

Case Study: Community street tree planting

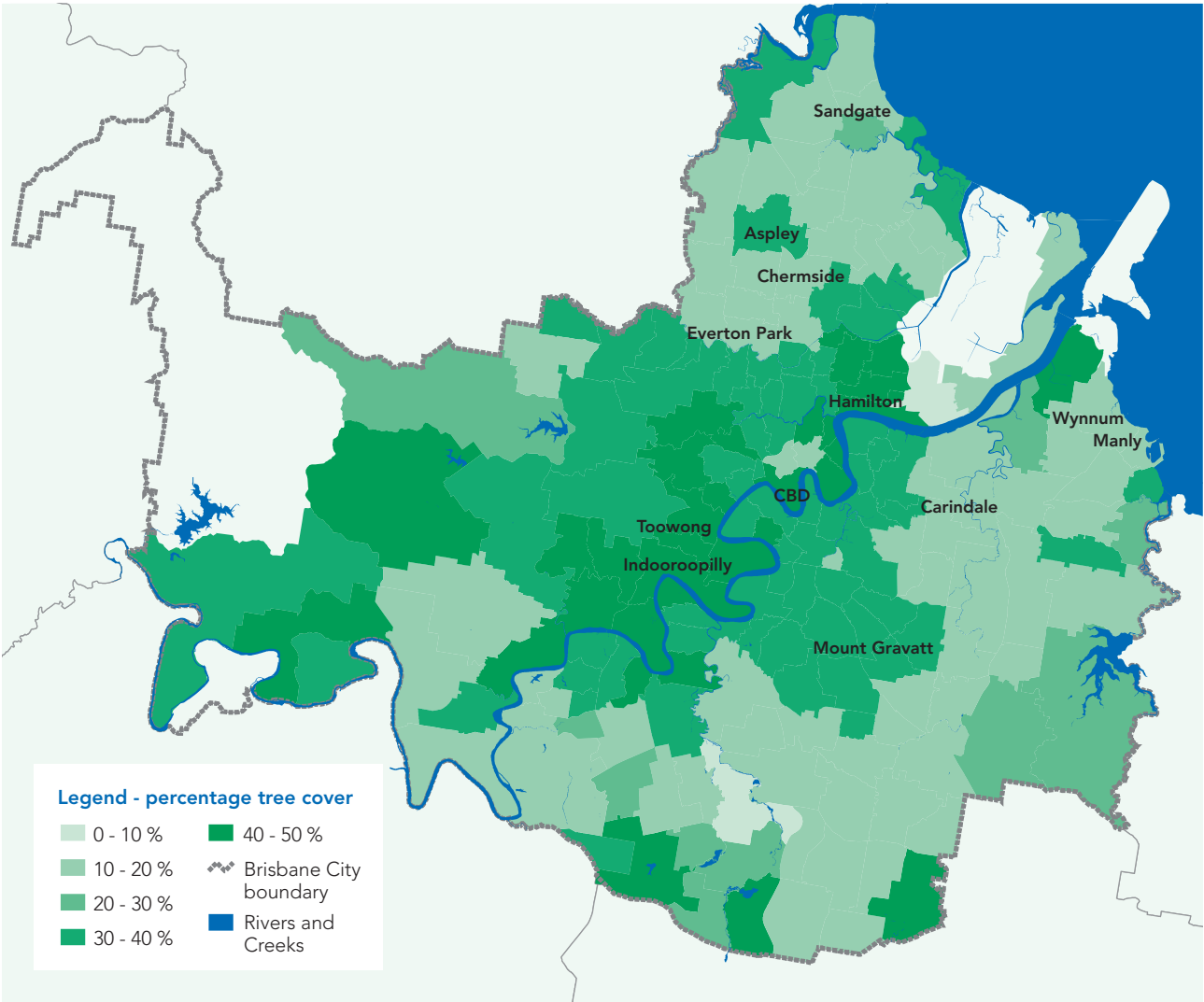
Council has a target to achieve 50% shade for footpaths and bikeways in residential areas by 2031. Since 1999, Council has invited local residents to join with their neighbours to plant new street trees in their suburb at a community tree planting event. As a thank you for sharing their time and energy, residents have a sausage sizzle and receive native plants for their garden.



Did you know?

Walking is the most affordable and effective travel option for short trips or connecting to other modes, and is the greenest way to get around, with virtually no carbon footprint.

Tree cover on verge areas by percentage



Poinciana Street, Inala – before and after street planting



Before street tree planting, there was limited shade coverage on Poinciana Street, Inala (pictured in 2002).

After street tree planting additional shade was created to enhance the walking environment (pictured in 2022).



Activity centres

Ensuring that activity centres are safe and convenient places to walk to, within, through and around is an important element in making them successful. Improving the walkability of centres makes them more attractive places to do business and access services, facilities and entertainment and recreation opportunities.

While visitors may arrive at these centres, particularly regional and suburban centres, by means other than walking, such as public transport or private motor vehicles, ensuring that walking is the most attractive and easiest means of moving around will encourage longer stays and increased activity, as well as reducing unnecessary movements by private vehicles for short trips that should be easily done on foot.

Local activity centres play a vital role in making neighbourhoods walkable. As a focal point for

retail and social activity they often also provide connections to public transport services for people visiting from outside the local area and can often be located close to other local destinations such as schools and parks.

Quality streetscapes

The relationship between buildings and the street has a large impact on how people experience a city. The scale, proportion, detail, materials and landscaping of these interfaces can enhance the visual interest, safety and comfort for pedestrians.

By adopting the values in Council's *Design-led City – A design strategy for Brisbane*, streetscapes and outdoor spaces can be designed so they are comfortable all year round, provide protection from the elements and help to embrace our outdoor lifestyle. This can optimise the walking experience and encourage more pedestrian activity.

End-of-trip facilities

Brisbane's climate can mean that people walking, jogging or running to work, or during breaks during the day, may need access to shower and change facilities at their workplaces. Council's planning conditions, requiring end-of-trip facilities for staff as part of new developments, encourage increased active and healthy trips by foot, reducing the demand placed on public transport and the need for staff parking.

Off-road pathways

The provision of off-road pathways in parks, along creeks and in other areas with an enjoyable natural environment supports walking for leisure, work and exercise. While there is already an extensive network of these pathways in Brisbane, the provision or enhancement of connections between these paths and local destinations can help to make walking an enjoyable alternative to driving a vehicle.

Walking trails

The identification and promotion of trails connecting locations around a common theme (e.g. art, heritage, architecture) can encourage people to enjoy walking through precincts around the city. Council has a number of walking trails located across the city including suburban heritage and public art trails.

Public art

The distance and the places that people are prepared to walk to can be influenced by their environment. Replacing blank walls with murals, and installing and creating other forms of artwork, makes areas more interesting and stimulating and improves the walking experience. Public art can also add to the character of local areas and provide points of interest that encourages increased visitors.

Council's Brisbane Canvas program delivers innovative and imaginative commissioned street art to walls, pillars and bridge structures, and Outdoor Gallery exhibitions allow local, intrastate and national artists to display their artworks in city streets.

Placemaking

Places where people want to walk are places where people want to be. Provided with a safe, comfortable and enjoyable experience, people are more likely to walk farther and more often. This leads to more opportunities for people to interact with their environment, which creates a vibrant and interesting urban experience.

DIRECTIONS

- 1 Improve provision of seating, shade, street trees and other features on priority routes and areas of pedestrian activity.
- 2 Provide walking routes through parks, natural areas and along waterways that connect to local areas and destinations.
- 3 Incorporate cultural and art features in the design of pedestrian places and routes.
- 4 Guide the design, development and review of streetscapes to ensure high-quality and enjoyable walking environments.
- 5 Prioritise safe and comfortable walking to, within and through activity centres.
- 6 Encourage the provision of end-of-trip facilities to foster walking for commuting and exercise.
- 7 Continue to identify opportunities to work with local communities to improve the walkability of their suburbs through activities such as community tree planting events.





Principle Two: Connected and legible



OUTCOME: Brisbane's network of pathways and public spaces is easily navigated and connects residents and visitors to where they want to go.

Having a clear, easy-to-understand network of pathways that connects people to local destinations and public transport will encourage more walking trips.

Priority pedestrian routes

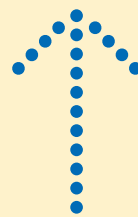
Most Brisbane streets play a role in supporting local pedestrian movement. Identifying priority routes through a Pedestrian Network Plan allows a greater focus on improving connectivity in locations where it provides the greatest benefit to encourage and support local walking trips.

It is important that priority pedestrian routes connect high-activity centres and destinations such as local businesses, schools, services, public transport, parks and greenspace, while supporting the finer-grain local walking network. Having this network of priority pedestrian routes will inform development of other transport networks, local area planning and improvement processes, and future road, shared path and footpath infrastructure investment, and developer contributions collected through the development approval process.

The connectivity of priority routes can be impaired by natural and constructed barriers including waterways, large developments, rail lines, busways and major roads. Infrastructure to address these barriers such as bridges, crossings, easements and overpasses can provide more direct, safe and connected paths.

Green bridges

Providing increased opportunities for crossing the Brisbane River is critical for encouraging more walking trips between Brisbane's inner city activity centres and improving connectivity between the key active transport corridors on opposite sides of the river. Green bridges that connect with the surrounding active transport networks are a great way to facilitate safe and continuous walking networks and improve the overall attractiveness of walking. Council's Green Bridges Program, along with improvements to the Victoria Bridge as part of the Brisbane Metro project, will increase the number and quality of river crossings in the inner city.



Did you know?

Council is investing up to \$550 million to progress the Green Bridges Program, making it the largest ever investment in active transport infrastructure in the city's history.





Case Study: Brisbane's riverwalk network

Council provides a network of riverfront pathways and boardwalks separated from traffic along the Brisbane River from Breakfast Creek and Bulimba in the north-east to Dutton Park and St Lucia in the south-west. More than 14 kilometres of the riverwalk network has been delivered since 1999 through a combination of riverfront redevelopment and Council projects including the Bicentennial Bikeway, replacement of the floating New Farm Riverwalk after the 2011 floods, Howard Smith Wharves redevelopment, construction of the Lores Bonney Riverwalk as part of the Kingsford Smith Drive upgrade, and the Indooroopilly Riverwalk. Continuing to expand the riverwalk network provides more opportunities for walking access along the Brisbane River and to iconic riverside locations and activities.

Footpaths

Footpaths are delivered in a variety of ways including as part of new development, under Council's Suburban Enhancement Fund to fill missing links and as part of other road or pathway projects. Council delivered 81 new concrete footpaths across Brisbane in the 2021-2022 financial year.

Given the importance in supporting walking trips, a coordinated, network-based approach needs to be applied to the funding and delivery of new and upgraded footpaths.

Connected paths

Footpaths and pathways are recognised as critical infrastructure to encourage walking and need to be connected for continuous, safe and convenient walking. New footpaths 1.8 metres or wider are generally specified along major roads and in activity centres where higher pedestrian volumes are likely, such as outside schools and other education facilities, rail stations, high-density housing, shopping centres, major sporting facilities, hospitals and parks.

In local neighbourhood streets, footpaths are sometimes provided on one side of the street and, in some cases, not at all. A lack of suitable footpaths can be a significant deterrent to walking trips, requiring people to take alternative routes where pathways are not provided, make additional unnecessary road crossings, or walk on the roadway. It can prevent some trips altogether, particularly for people with mobility issues, those using mobility devices such as wheelchairs and people with prams.

Connections to public transport

Most public transport journeys will start and end with a walking trip. Many who use private vehicles to access rail or busway stations at the start of their journey will complete their journey by walking. The provision of safe, well-maintained and accessible paths catering for users of all ages, abilities and backgrounds supports walking trips between public transport services and people's destinations. Ensuring that the walking catchments for public transport stops are well-connected with suitable infrastructure makes walking as part of public transport journeys a more attractive option.

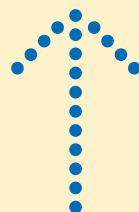
Wayfinding

Wayfinding uses direct information elements, such as maps and signage, as well as discreet physical cues including urban design, architecture, landmarks, lighting and landscaping. This lets people know where they are, what is in the surrounding area and how to get to their destination. Effective wayfinding is more than just well-designed maps or apps with times and distances, it is a practice that encourages active urban mobility.

People walking have specific and unique wayfinding needs which are different to those who ride bikes or drive motor vehicles. People walk at slower speeds than when using other modes of transport. They can take time, if needed, to look around for information and distinguishing features of an area to help orientate themselves and choose a suitable route. They also are more easily able to stop and read signage. This means information can be provided on wayfinding signage specifically designed to help people who are walking and connect them to their destinations.

Wayfinding will play a critical role in assisting pedestrian crowd movements between Brisbane 2032 Olympic and Paralympic Games venues, public transport hubs, visitor destinations and live sites. Ensuring people can move comfortably, safely and conveniently between these locations will be an important consideration in planning and preparing for the Games.

There is variability in the wayfinding and navigational needs of people walking. Planning for diverse needs can improve wayfinding and help people interpret their walking environment.



Did you know?

Brisbane City Council has committed \$35 million in the 2022–23 financial year for new and improved footpaths through a range of funding sources, including the Suburban Enhancement Fund and Safer Paths to School program.

DIRECTIONS

- 1 Continue to identify and complete gaps in the network through a Pedestrian Network Plan with key routes prioritised.
- 2 Identify priority pedestrian routes to guide land use and infrastructure planning and investment in new and upgraded footpaths and shared paths.
- 3 Identify and address barriers on walking routes such as waterways and major infrastructure.
- 4 Identify opportunities for direct walking routes through and within large blocks, centres and developments.
- 5 Develop walking network plans to improve connectivity, remove barriers and inform future infrastructure investment.
- 6 Ensure wayfinding is integral to planning for walking and wayfinding tools are effective and help connect people to their desired destinations.



Principle Three: Safe



OUTCOME: Walking in Brisbane is a safe travel option at all times of day and night.

Improving safety and perceived safety can prevent harm and encourage more walking.

Speed limits

Finding the right balance between an effective, functional road system and safe walking environments will always be a challenge. Speed reduction is clearly an effective safety measure to reduce risk to pedestrians and should always be considered when appropriate.

Council will continue to consider the introduction of speed limits in high pedestrian environments, ensuring that speed limits put in place promote safety and have a level of user compliance.

Council has introduced reduced speed limits in a range of locations with high pedestrian activity to improve safety and make walking more attractive. This includes foreshore areas, entertainment precincts, local shops, neighbourhood activity centres and the Brisbane CBD. Continuing to identify and investigate locations for potential speed limit reductions and implementation of complementary treatments, such as speed platforms or raised pedestrian crossings, will provide opportunities to improve pedestrian safety.

Brisbane, like many other cities across the world, is also seeing significant growth in the use of mobility devices, including bicycles, e-bikes and e-scooters. Growth in the use of our footpaths and shared zones has increased encounters between pedestrians, cyclists and scooter riders. The Queensland Government recently introduced speed limits for e-mobility devices. However, it is important to also consider the benefits of introducing speed limits on shared paths for other mobility devices, in order to provide safety for pedestrians. Council will consider creating a shared pathway hierarchy that will sort paths by usage and identify busy paths as lower speed environments.

Local streets provide a great opportunity for walking, outdoor leisure and building a sense of community. Increased walking can be fostered by the ongoing management of speeds and investigating the ability to temporarily close streets for community purposes.

Case Study: Brisbane CBD 40 km/h speed limit

Brisbane was the first Australian capital city to introduce a wide-scale CBD 40 km/h speed limit in April 2009. Speed reductions were introduced on most CBD streets, excluding Ann Street and Turbot Street.

The introduction of the 40 km/h speed limit saw a reduction in the reported crashes involving pedestrian injury in the suburb of Brisbane City from an average of 49 per year in the five years before its introduction (2004-2008) to 27 per year in the nine years since (2010-2018). A reduction of 45%¹⁴.

¹⁴ Department of Transport and Main Roads, *Department of Transport and Main Roads (TMR) Crash Analytics Reporting System*, Queensland Government, extracted 22 March 2023.

Move Safe Brisbane

Pedestrians accounted for 27% of all road fatalities in Brisbane over the last decade, with six people killed and 126 seriously injured each year on average¹⁵.

The Move Safe Brisbane — Pedestrian Safety Review was conducted in response to road safety data trends for pedestrians and the number of large scale urban transformational developments occurring across the city. Community feedback obtained provided valuable source of information to allow Council to identify and prioritise pedestrian safety projects across Brisbane, in conjunction with other data sources including Queensland Police Service (QPS) crash data, pedestrian and traffic counts, and traffic speed data.

The greatest concerns regarding safety when walking involve the interaction between people walking and people operating motor vehicles.

Pedestrian map comments from Move Safe Brisbane, 2018		
My feedback category	Number of responses with category selected*	Percentage of response with category selected
No safe place to cross	1741	33%
Cars travel too fast	1452	28%
Drivers turn across the crossing	622	12%
Waiting too long for green walk signal	457	9%
Should be separate path from bicycles	307	6%
Don't feel safe walking here after dark	301	6%
Too many drivers on mobile phones	192	4%
No street lighting	151	3%

* Multiple category selections permitted

Improvements delivered through the Move Safe Brisbane program included four new scramble crossings at inner city intersections, over a dozen speed limit reductions across the Brisbane CBD, inner city and village precincts, improved pedestrian protection at over 14 signalised crossings, improved traffic signal phasing at more than 26 intersections and the review of slip lanes at 10 locations resulting in the removal of the slip lane from Creek Street into Ann Street outside Central station in the Brisbane CBD.



¹⁵ Brisbane City Council, *Move Safe Brisbane — Pedestrian Safety Review*, Brisbane City Council, 2018.



Safe crossing opportunities

Providing safe and convenient opportunities to cross roads is one of the most effective ways to encourage walking. Appropriately designed and located crossing facilities improve safety and access. A lack of opportunity to conveniently cross roads can encourage risky behaviour.

Signalised crossings are generally considered to provide the safest type of crossing for pedestrians. The opportunity to provide time separation between pedestrian and vehicle movements, as well as providing clear visual, audio and tactile indication of when it is safe to cross, makes them an attractive option. This is particularly important where there are higher vehicle speeds and volumes which can greatly limit safe opportunities for pedestrians to otherwise cross.

Safety can be further improved by providing pedestrian protection from turning vehicles by delaying the green arrow for turning vehicles, allowing pedestrians to establish their presence crossing the roadway, or holding turning traffic until the time provided for the pedestrian crossing movement has been completed.

Marked pedestrian crossings, commonly referred to as zebra crossings, are one of the most easily recognised crossing facilities. These crossings can be highly effective in locations where there are high numbers of focused pedestrian movements.

Case Study: Kindy Active Travel

Kindy Active Travel (KAT) is a new Council initiative to assist parents to leave the car at home during the kindergarten drop-off, in favour of healthier travel alternatives.

An extension of Council's award-winning Active School Travel program, KAT will be piloted in two Brisbane kindergartens, providing support for families to walk, ride or scoot to kindy.

The program aims to reduce traffic congestion, as well as to get kids to develop healthy habits from an early age.

While pedestrians with reduced vision may have difficulty determining whether traffic is giving way to them, vision advocacy organisations have shown support for zebra crossings as they are clearly identifiable for people with reduced vision and indicate pedestrian priority to motorists.

In some cases, a raised or 'wombat' pedestrian crossing can be more highly visible and can encourage lower traffic speeds at the crossing as well as improving pedestrian mobility by removing the need to negotiate kerb ramps.

Reducing pedestrian delay at traffic signals

Research from New Zealand has shown that while a pedestrian's expectation for acceptable time waiting to cross at a traffic signal in an urban environment is between 40–90 seconds, frustration starts to increase after approximately 30 seconds¹⁶.

Delays for pedestrians at traffic signals can be caused by:

- extended times taken for signals to cycle through the different vehicle and pedestrian movements occurring
- staged crossings requiring pedestrians to wait in median areas before making the second half of their crossing
- the need to cross multiple legs of an intersection to reach a desired destination.

These delays can lead to reduced compliance and increased risk with people choosing to cross on a red walk phase or avoiding the traffic signals altogether and crossing at potentially unsafe, uncontrolled locations.

Alterations to the phasing of traffic signals to reduce pedestrian wait times can help ensure people do not take unnecessary risks when crossing the road.

Lighting and surveillance

Adequate lighting is a critical consideration in people feeling and being safe when walking. Ensuring pathways and spaces are well lit can improve personal safety. It is important that lighting on pathways and in public spaces is designed in accordance with Crime Prevention Through Environmental Design (CPTED) principles, which seek to ensure that the design of public realm discourages unlawful activity providing increasing levels of public safety.

It is also important to seek opportunities for natural surveillance, whereby people in adjoining spaces and buildings can observe people walking and can respond to anti-social or unwanted activities.

Separation from traffic

Separation from traffic, particularly larger or faster moving vehicles, helps create a safer, more comfortable walking experience. Physical separation can be provided in different ways, depending on the street environment. Parked cars can help separate kerbside activity from traffic movement in suburban shopping strips as well as help to lower traffic speeds due to cars accessing parking spaces. Street furniture, such as seating or rubbish bins, trees and plants can also create a buffer.

As a result of Council's significant ongoing funding commitment, an extensive network of shared and separated off-road pathways has developed across Brisbane. While this network is often seen as supporting bike riding, it is important to recognise the role these paths play in providing for walking trips, particularly through parks, along creek corridors and in riverside and foreshore areas.



In Australia, only **50% of women** indicated they feel safe walking alone at night (compared to **80% of men**)¹⁸

While more **women (55%)** than **men (47%)** participate in walking as a form of physical activity on a weekly basis, they have unequal perceptions of safety when walking¹⁷.

6%

of Queenslanders indicated more lighting along walking routes would encourage them to walk more often¹⁷.

¹⁶ C. Vallyon & S. Turner, NZ Transport Agency research report 440: Reducing pedestrian delay at traffic signals, NZ Transport Agency, 2011, p21.

¹⁷ OECD Better Life Index, Australia, Organisation for Economic Cooperation and Development, 2021, viewed 10 October 2022, www.oecdbetterlifeindex.org

¹⁸ Organisation for Economic Cooperation and Development. 2017. OECD Better Life Index. Available at: <http://www.oecdbetterlifeindex.org/>

Safety near schools

Improving pedestrian safety for school children and the school community reduces the risk of injury and can promote walking as a preferred mode of travel into the future. Council's Safer Paths to Schools program builds new pathways and completes missing sections of footpaths within 400 metres of schools. These improvements ensure teachers, students and their families can get to school safer, on safe and connected pathways.

Council's Active School Travel program fosters more walking, cycling and scootering to and from school. This is supported by the Traffic Management Plan Improvements program which encourages schools to develop a plan to inform infrastructure improvements that makes it safer and easier for students to walk, cycle or scooter to school including pedestrian refuge crossings, splitter islands, kerb ramps and footpaths.

Managing construction impacts

Major developments can result in a significant increase in construction vehicle movements on city streets with impacts on pedestrians. Council requires submission of plans for managing construction traffic entering and leaving sites of the larger development sites, and is working with the Queensland Government and the construction industry to help manage impacts on vulnerable road users, including pedestrians, to ensure their safety is prioritised.

Impacts on pedestrians from smaller scale construction, building and development related activities across Brisbane also need to be managed. This includes ensuring that when pedestrian detours are necessary, they are by the shortest and safest route possible, well-signed and in place for the shortest time for works to occur.

Local Area Traffic Management (LATM)

LATM involves installing devices such as speed platforms, roundabouts, traffic islands and kerb buildouts to discourage 'rat running' in local streets and moderate vehicle speeds, providing a safer environment for pedestrians and cyclists. They are undertaken on an area-wide approach and involve feedback from the local community.



Maintaining and managing footpaths

Council is responsible for maintaining almost 5000 kilometres of constructed footpaths in Brisbane. Damage can be caused by a range of issues including vehicles driving over footpaths, tree roots and poor reinstatement of pathways by third parties after construction. Council undertakes both planned and unplanned maintenance to help ensure footpaths provide safe access for users. Community members can assist by reporting damaged footpaths to Council.

Footpaths are often multi-purpose, providing access to businesses, residences and recreational areas. In addition to maintaining constructed footpaths, Council oversees the placement of driveways, kerb ramps and footpath dining areas to ensure these maintain ease of movement for pedestrians, particularly those with an impairment.

Suitable design can help reduce the potential for conflict at driveways, including the angle of the driveway and application of entrance treatments. Entrance treatments can include raised thresholds and use of 'tactile ground surface indicators' on footpaths to improve safety for pedestrians with reduced vision.

Kerb ramps are an essential component of the footpath network, improving the accessibility of footpaths. They are installed where footpaths connect with intersections and pedestrian crossings and at some median islands. Kerb ramps need to be designed and constructed in a way that is appropriate and accessible for each individual location, ensuring that ramps on opposite sides of the road are directly aligned. Misalignment can result in people who have impaired vision being directed into the path of traffic rather than an intended crossing point.

Council's process for assessing applications for footpath dining takes careful consideration of the positioning of chairs and tables and include conditions to ensure a minimum unobstructed pedestrian pathway is maintained, factoring in the needs of people with impairments. However, in areas of high activity there remains a need to carefully balance activity and movement on the footpath and to continue to review footpath dining conditions and requirements.



Did you know?

Brisbane City Council maintains almost 5000 kilometres of paths and walkways.

E-mobility

*Brisbane's e-mobility strategy 2021–2023*¹⁹ sets out a range of directions to manage the potential conflicts between the needs of people walking and e-mobility users including:

- limiting speeds in high pedestrianised areas and shared zones
- a state-wide safety e-mobility program
- stronger education and enforcement of helmet usage and safe riding in areas of high pedestrian presence
- further research rider behaviour and compliance
- requiring sharing scheme operators to carry third party insurance and share injury and crash data
- encouraging owners of e-mobility devices to also carry third party insurance
- planning for rolling out and encouraging riders to park in designated parking areas.

Council is working to support Queensland Government legislation changes to improve the safe use of e-mobility devices around pedestrians. This includes reduced speed limits on footpaths and in high pedestrian activity areas, and increased fines for safety related offenses.

Case Study: Improving accessibility through kerb ramp design

Council is reviewing its standard drawings for kerb ramps to improve accessibility for people with mobility limitations and to increase space for people walking, cycling and using mobility devices. Kerb ramps are designed to provide a smooth transition between the pathway and the road, and are commonly used to access pedestrian refuges or crossings. The existing kerb ramp standards provide for a minimum width of 1.2 metres to match Council's current minimum footpath width, but allows for wider widths depending on surrounding infrastructure. This is higher than the standard minimum width located in the Australian Standard AS1428.1 Design for Access and Mobility, which requires a minimum width of one metre.

¹⁹ Brisbane City Council, *Brisbane's e-mobility strategy 2021-23*, Brisbane City Council, 2021.



Reducing pathway conflict

As travel demand on Council's active transport networks continues to grow so does the potential for conflict between pathways users. Shared paths accommodate pedestrians, e-mobility devices, push-scooters, prams, bicycle riders and people walking dogs. Some people are travelling with purpose while others may be moving leisurely. Other conflicts can occur at public transport stops where passengers who are boarding and alighting interact with pathway users.

Separation of walking from wheeled devices such as bicycles and scooters can improve safety, particularly on paths with high volumes of movement. This can include provision of separate pathways on dedicated infrastructure like the Bicentennial Bikeway and Lores Bonney Riverwalk or reallocation of road space for separated cycling facilities to free up space for pedestrians on busy footpaths, as is the case for the successful implementation of the CityLink Cycleway.



Council delivered more than **13 kilometres** of pathways across **56 Brisbane schools** from 2019–20 to 2021–22.

However, separation is not feasible at all locations due to a range of factors including space, topography and cost. It is essential that pathway users show consideration when sharing paths and appreciate that everyone has different abilities and purposes for using the paths. People can be unpredictable, and caution and consideration are needed, particularly in busy locations.

Council has made efforts to encourage good behaviours, pathway etiquette and reduce potential conflict. This is demonstrated by the installation of pathway signage encouraging responsible and respectful usage and through educational materials and campaigns delivered by programs like Cycling Brisbane.

DIRECTIONS

- 1 Ensure that safety of pedestrians is fundamental to the consideration in planning, design, operation and maintenance of the transport networks.
- 2 Provide infrastructure that separates pedestrians from incompatible transport modes where possible, particularly in high-volume environments.
- 3 Investigate and implement measures to improve pedestrian safety such as creating a shared pathway hierarchy, provision of convenient crossing points, reduced wait times and increased crossing times, with an initial focus on priority pedestrian routes.
- 4 Provide and enhance lighting with consideration of CPTED principles to suit the function of pathways and spaces to enhance personal safety.
- 5 Ensure footpaths and pathways are managed and maintained to provide unobstructed, consistent and safe walking paths.
- 6 Ensure construction activities and development provides for safe and continuous pedestrian movement.
- 7 Continue to monitor pedestrian behaviours, real and perceived levels of safety and identify measures and tactics to provide a safe walking environment.
- 8 Encourage the development of plans for major institutions and facilities which address pedestrian access and safety.



Principle Four: Inclusive



OUTCOME: Walking is a viable option for people of all ages, abilities and backgrounds.

Walking is for anyone — residents, visitors, people of all ages, abilities, languages and cultures. Inclusive access to well-designed streets, paths, parks and public spaces is essential to being able to take full advantage of Brisbane's liveability.

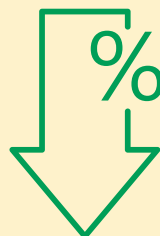
A City for Everyone: Inclusive Brisbane Plan 2019–2029

The theme of 'Connect' sets out a range of actions and principles to assist in making sure that movement around Brisbane meets these goals. A number of these actions are focused on walking and the important role that it plays in ensuring that people can participate in the wide variety of lifestyle opportunities that Brisbane offers.

Ways to help make Brisbane more walkable include widening pathways, installing additional seating and shade, and, where possible, separating faster moving modes like bikes and e-scooters from pedestrians on busy paths to improve the comfort and safety of all users.



Up to a third of Australians with disability say a lack of access to transport can be a significant barrier to inclusion²⁰.



Studies show that people with lower incomes rely more heavily on public transport²¹.

Older people are also more likely to walk or take the bus, train or ferry than drive²².



²⁰ National People with Disabilities and Carers Council, *Shut out: the experience of people with disabilities and their families in Australia*, Department of Families, Housing, Community Services and Indigenous Affairs, Canberra, 2009.

²¹ National People with Disabilities and Carers Council, *Shut out: the experience of people with disabilities and their families in Australia*, Department of Families, Housing, Community Services and Indigenous Affairs, Canberra, 2009.

²² Arup, *Shaping Ageing Cities: 10 European case studies*, Help Age International, London, 2015, viewed 27 July 2019, www.arup.com



Council seeks to ensure that Brisbane's pedestrian networks meet the intent of the *Disability Discrimination Act 1992* (DDA) and the requirements of the supporting standards and guidelines to provide equitable access for all users, including the use of all types of mobility devices.

Pathways to public transport

Access to public transport is an important part of being able to fully participate in community life, particularly for people with mobility limitations and their families and carers.

Ensuring that there are safe and comfortable pathways leading to public transport and that facilities such as ramps, gangways and lifts are designed to make pedestrian access safe and easy at stops, stations and terminals will help ensure that people of all ages, abilities and backgrounds can access public transport in Brisbane.

Accessible information

Accessibility, or a lack thereof, is an important factor in making decisions about if and where to walk.

For example, ramps, paths and gradients suitable for wheelchairs and other mobility devices, braille signs and audio and vibrating signals at crossings are some features that can improve access.

Access to up-to-date and accurate information about these features can help people of all abilities to confidently navigate the city.

Accessibility information can be provided through a range of physical and digital mediums and in multiple languages and formats to help ensure that walking is an inclusive transport option.

Accessible paths and spaces

Good quality access to pools, halls, sports facilities, parks and open spaces is essential for aiding the independence of many people. Not having access to, or insufficient, signage or navigation cues can cause anxiety around whether someone will be able to safely access the spaces they need to.

The design of paths and spaces should consider the volume and type of use for all users including bike riders, walkers, e-scooters, mobility devices and people with prams. Installing ramps in place of steps and signage that includes images and symbols as an alternative to text are examples of ways to improve access to community spaces.

Planning for and encouraging safe parking of e-mobility devices can help ensure safe paths of travel for pedestrians, particularly those who are blind or have low vision.

Providing accessible parking spaces, passenger loading zones and set down areas that are designed to be accessible, conveniently placed and connected to the pedestrian network can also support walking in shared community areas and activity centres. Provision of suitable pathways to public transport stops also needs to be considered.

Tactile signage

Council has installed more than 500 tactile signs across inner city and suburban locations since 2009, assisting people with vision impairment to confirm their location and help orientate them on their journey.

These signs have high-contrast yellow raised letters on a blue background spelling out the name and building numbers of the relevant street, with the same information also inscribed in braille. By reading both signs at an intersection, people can tell which corner they are on and decide which direction of travel to take.



Tactile signs can be found in the Brisbane CBD, Spring Hill, Stones Corner, Fortitude Valley, Coorparoo and Sandgate.

Braille trails and tactile markers

Braille trails and tactile markers can improve access and safety for people with vision impairment. They indicate the direction of travel along the trail and warn of changes in direction or upcoming hazards. Tactile pavement markers are used on walking routes to provide guidance about the location of crossing points, the orientation of associated kerb ramps and to highlight driveways and other hazards. These measures assist people with vision impairment to be able to safely navigate Brisbane by foot. These can also be installed in and around public transport stops and stations, and public facilities.

Council's braille trail runs down both sides of the Queen Street Mall. There are six cross-over trails between the two main trails. Trails also run through Reddcliff Place between the Treasury Casino and Brisbane Square building and through King George Square between Adelaide and Ann streets, connecting to the main entrance of City Hall and both entrances of the King George Square bus station.

Audio-tactile pedestrian facilities

Audio-tactile pedestrian facilities provide an easily identifiable audio cue to assist people with vision impairments in locating signalised crossing facilities as well indicating when it is safe for them to commence crossing the street.

Council works with Brisbane residents and groups who represent the interests of people with vision or hearing impairments, including Guide Dogs Queensland, Vision Australia and Deaf Services Queensland, to install and monitor the operation of audio-tactile pedestrian facilities.

DIRECTIONS

- 1 Design priority pedestrian routes and areas to be compliant with the DDA and include accessibility features such as tactile signage, braille trails, rails and ramps to provide an enjoyable and comfortable experience.
- 2 Investigate options to ensure Council can identify and deliver targeted footpath improvements to assist people with disability.
- 3 Seek to provide seamless connectivity from accessible parking, passenger loading zones and drop-off areas, and public transport stops connect to the walking network.
- 4 Develop innovative ways to provide information for people with mobility, hearing and visual impairment to navigate the city safely and in comfort.
- 5 Encourage walking by people of all ages, abilities and backgrounds through targeted information and education programs.
- 6 Use co-design principles and process to help solve unique design challenges and deliver more inclusive walkability outcomes.



Lores Bonney Riverwalk

In December 2018, the Kingsford Smith Drive upgrade project celebrated a major milestone with the opening of the Lores Bonney Riverwalk, stretching from Bretts Wharf in the east to Cameron Rocks in the west, delivering another link in the Brisbane riverwalk network.

The 1.2 kilometre long riverside active transport connection includes a dedicated two metre wide riverside pedestrian path with seating and shade structures separated from the off-road cycle path and provides an uninterrupted walking connection between the evolving Hamilton Northshore precinct and Breakfast Creek Bridge.

Principle Five: Fit-for-purpose



OUTCOME: Streets and public spaces meet the needs of the people walking in them.

Brisbane's streets, pathways and spaces are planned, designed and built for walking.

Inclusive mobility

We need to put people first in planning our transport networks. Consideration of how pedestrians will use pathways and spaces, how they cross the road, access public transport, and move within activity centres needs to guide the planning and delivery of infrastructure.

Fit-for-purpose infrastructure and spaces

Shared and designated pedestrian pathways, footpaths and pedestrian spaces need to be designed and maintained for the purposes they are intended. A shared path through a park needs to be able to cater for the expected volumes and ensure a safe and pleasant journey and include facilities such as lighting, shade and rest stops. Similarly, in some locations footpath space is needed for a range of uses like footpath dining or can be designed to be flexible as demand changes throughout the day. Paths along road corridors to be designed differently to laneway shared zones or pedestrian malls. The design standards and features will be different for a busy CBD footpath compared to a local suburban street or park pathway.

By providing infrastructure that is fit-for-purpose, walking can be safe, connected, legible and comfortable.

Laneways and shared zones

Laneways provide great opportunities for mid-block routes for pedestrians. They can also be used by vehicles accessing businesses or residential buildings. If designed and managed to eliminate conflict and confusion, they can be effectively used for both.

Limiting the vehicle speeds to 10 km/h can be an effective way to improve the safety and amenity of the walking environment, while allowing access for vehicles. This can be applied to laneways and other shared zones.

Shared zones can also provide the opportunity for public realm improvements such as landscaping and street activation such on-street dining, while still facilitating pedestrian and vehicle movement. The design and operation of shared zones needs to ensure traffic speeds are very low and pedestrians are given clear priority to ensure they provide a safe environment.





Major events

Many attendees use public transport to travel to and from Brisbane's major events. However, events can generate high levels of pedestrian activity in the precincts immediately surrounding these venues and on routes approaching them.

It is important for the walking environment to cope with pre- and post-event demands for pedestrian movement and activities, including kerbside dining. Temporary closure of streets surrounding venues and other traffic management measures can allow people to safely and comfortably walk to and from nearby dining and entertainment establishments.

Many of the Brisbane 2032 Olympic and Paralympic Games competition and non-competition venues will be concentrated in the inner city. Before, during and after the Games, attention will turn to the city's inner core, presenting a unique opportunity to catalyse investment in local venues, infrastructure, places and communities.

Brisbane's Inner City Strategy proposes that inner city precincts will feature walkable hearts, a local interpretation of Barcelona's 'superblocks'. Supported by investments in connecting active transport infrastructure, including extended walk time at crossings, mid-block crossing points and improved amenity through shade, seating and signage, the walkable hearts will deliver economic, social and environment benefits for the city.

Entertainment precincts

A 2019 report²³ indicated that Brisbane's night-time economy is the largest of any local government authority in Australia with annual turnover of over \$8 billion in 2018. With more than 6,300 establishments employing over 68,000 people, it is a significant contributor to Brisbane's economic success. Ensuring that visitors to night-time businesses feel safe and secure traveling to, and moving around, the precincts in which they are located is a key to this sector continuing to prosper.

In entertainment precincts like the Brisbane CBD, Fortitude Valley, Caxton Street and Boundary Street (West End), there is a need to ensure that interactions between venue patrons and traffic are well managed, that there is safe pedestrian access to the various means of transport to and from the precincts and that these transport options can operate safely.

Reduced speed limits, measures to prevent crowds spilling onto roadways, queue management to prevent footpaths being blocked, well-lit pathways and public spaces and CCTV surveillance can all contribute to increased personal safety for the thousands of people who move around these areas often until the early hours of the morning.

People are also looking to explore and discover suburban options for a night out. Ensuring that activity centres where restaurants, bars and suburban entertainment venues are located offer an environment that makes people walking around them feel safe and comfortable will help to ensure their success.

²³ Ingenium Research, *Measuring the Australian Night Time Economy 2018*, Council of Capital City Lord Mayors, 2019, p37.

Integration and coordination

Walking needs to be integral to planning and design for development, particularly on priority walking routes and in areas intended for pedestrian use. Development that incorporates activation with cafes, places to sit, shade and public art provide a safe and interesting environment for walking.

Through the application of *Brisbane City Plan 2014* there is an opportunity to ensure that development and local transport networks can support each other. This includes precinct plans, streetscape hierarchy and planning for walking improvements through programs and projects such as local area traffic management, village precinct improvements and precinct master plans. For example, through the precinct planning process, Council and residents will work together to identify pathways between homes and places people need to get to every day, including bus stops, schools, parks and shopping hubs. This will guide the planning for future pathway enhancements so that walking becomes an attractive option for local trips.

In the lead up to the Brisbane 2032 Olympic and Paralympic Games and beyond, Council will progressively undertake precinct planning for sustainable growth precincts throughout Brisbane's inner city. These inner city precincts will play a key role in getting our city ready to host the Games, providing an opportunity to leverage future investments for the benefit of the community and to promote our city on the global stage. This will include creating a network of iconic boulevards, in partnership with the Queensland Government, to improve walking and amenity in the inner city and connect our Brisbane 2032 Games venues.

Planning and delivery of transport infrastructure needs to balance the transport of people and goods with the use of streets for activity. Developing guidelines for pedestrian infrastructure, including lighting, wayfinding and shade, will inform future improvements and installation.

In delivering major projects like Brisbane Metro, walking within and to the stations will be of major importance. The surrounding pedestrian network will need to be able to seamlessly connect large numbers of people with impacts on pedestrians within the walking catchment of stations.

DIRECTIONS

- 1 Ensure walking is a primary consideration in the planning, design, operation and maintenance of the transport network.
- 2 Design and build walking infrastructure such as shared paths, footpaths and shared zones to provide a level of service appropriate for demand and user needs.
- 3 Ensure that development incorporates and supports walking, particularly along priority routes and high-activity areas.
- 4 Work with government and stakeholders to plan and deliver walking infrastructure and programs.
- 5 Work with the Queensland Government to undertake precinct plans for major facilities and public transport hubs to facilitate easy, safe and comfortable walking.





Principle Six: Informed



OUTCOME: Enhanced data collection and analysis will improve pedestrian planning and ensure that investment in walking programs and infrastructure is most effectively targeted.

Council currently collects a wide range of pedestrian data through the delivery of a variety of programs and projects. While this information can be useful, there is the opportunity to take a more strategic approach to the collection and analysis of pedestrian data.

Collecting increased data and information on the routes, times and reasons people walk will allow Council to engage more deeply on the ways we can improve opportunities for increased walking.

Developing a richer and more comprehensive collection of data sources will improve the ability to refine existing programs and initiatives and identify, develop and implement new ones. This will encourage more use of Brisbane's walking network and foster a culture that helps establish Brisbane as a truly walkable city.

Data

Essential to planning for walking is data about who, why, where and when people are walking. Understanding pedestrian movement informs planning of priority routes, their function and design. It is also an important element in ensuring that Brisbane can provide pedestrian environments that meet growing demand and provide a high-quality experience.

Pedestrian data comes from a range of sources. These include:

- **Pathway counts:** annual cycling and pedestrian counts which occur at key locations.
- **Automatic pedestrian counters:** more than 25 pedestrian counters on busy shared and separated pathways.
- **Journey to work data:** collected as part of the Australian National Census. However, walking is only accounted for when a journey to work is recorded as 'Walk Only' and is not an option for multi-modal trip reporting.
- **Household travel surveys:** undertaken on a periodic basis by the Queensland Government.

The small sample survey provides a picture of community travel habits by collecting information over a seven-day period.

- **Pedestrian Safety Review:** completed as part of Council's Move Safe Brisbane consultation, which provided an opportunity for the community to identify safety issues on an interactive map.
- **Crash data:** collected by Queensland Police Service and includes data involving pedestrians.

Current pedestrian data has limitations, is often costly to undertake and relies on a number of sources. Improvements to the capture and use of data would assist planning and design for walking.

Encouraging increased walking

Making information easily available to the community on the true cost and impact of transport choices, the alternatives available for specific trip needs and the benefits of choosing more sustainable travel options such as walking can significantly increase people's willingness to consider change.

Active School Travel (AST)

Targeted programs can provide information and tools to encourage walking. Council's AST program offers Brisbane primary schools a suite of free resources, tools and incentives to enable students, parents, carers and teachers to leave the car at home and actively travel to school.

Creating healthier and more active school communities, the three-year program promotes road safety and sustainable and healthy travel options such as walking, cycling, scootering, carpooling and public transport.

Other sectors

Much like the success achieved through AST, programs targeted at workplaces and wider community sectors, including commuters, universities, high schools, hospitals, corporations and businesses and industries, can be equally effective.

Whether delivered in partnership with Council or independently, workplace travel plans can incorporate a combination of workplace design, access to alternative transport options, employee education and awareness, and business leadership for change.

These plans can support employees in making walking a major part of travel to and from work, as well as business-related trips during their workday, and understanding how this contributes to their own health and wellbeing, as well as the liveability and long-term sustainable outcomes for Brisbane.

For businesses, sustainable travel choices can significantly reduce reliance on private vehicle travel and the need for parking space.

Walking information

Accessible information about walking paths, routes and features helps to overcome some of the perceived barriers that prevent people from choosing to walk for some of their trips. Making it easier for people to determine the quickest or safest walking routes to shopping centres, libraries, bus stops or train stations, or to find walking routes that are free of stairs and steep hills, can encourage people of all ages, abilities and backgrounds to walk.



Since 2004,

168 schools and more than
127,000 students

have participated in Council's AST program.

Coordinated efforts by government, community organisations and business to promote walking can help to embed walking as an integral and important part of life and firmly establish it as a preferred mode of travel.

Journey planning

Promoting walking in journey planning tools as a travel option in its own right, as well as being part of trips incorporating other modes of travel such as public transport or e-mobility, can help ensure that walking is not overlooked as a viable travel option.


Tourists and visitors

Walkability is one of the factors that can attract visitors to a city and make their visits more enjoyable and memorable. Promoting Brisbane's walkability, including initiatives such as the Green Bridges Program and our iconic riverside pathways, can encourage more trips to our city.

In 2032, Brisbane will step onto the world stage and welcome an influx of interstate and international visitors, giving a huge boost to local business and the city's culture. Hosting the 2032 Olympic and Paralympic Games is estimated to provide an \$8.1 billion boost to the Queensland economy, including a \$4.6 billion economic boost to tourism and trade.

DIRECTIONS

- 1 Enhance collection and sharing of data, information and research to inform planning and design of walking infrastructure and networks.
- 2 Encourage walking through targeted travel behaviour programs.
- 3 Align information, education and behaviour change programs with the delivery of new and upgraded infrastructure that facilitates and enhances the walking environment.
- 4 Encourage the development of targeted travel behaviour programs and workplace travel plans for large organisations, including high schools, educational institutions and hospitals, to promote walking as a viable travel option.
- 5 Work with government and community partners to better inform and educate the community about the personal and broader costs and benefits of travel behaviours and mode choices.
- 6 Provide information and resources to the community about tools, infrastructure and programs that facilitate, support and encourage walking.



Have **yoursay** on the proposed principles, outcomes and directions set out in the draft Walkable Brisbane strategy.

To have your say, visit **brisbane.qld.gov.au** and search 'walkable brisbane strategy' to complete the online survey.

Following community and industry feedback, Council will publish the Walkable Brisbane strategy including initiatives and actions Council will deliver to achieve our objectives.

Actions

The following list of actions are those that Council will take over the next one to five year period. The table indicates which principles are supported by each action.

The actions will be monitored as they progress. New actions may be identified as others are completed.

Actions	Connected and legible	Safe	Inclusive	Comfortable and enjoyable	Fit-for-purpose	Informed
Short-term — 1–2 years						
Identify needs and gaps in pedestrian movement and behaviour data, and investigate options for improved data collection, use and management.					●	●
Develop a city-wide Pedestrian Network Plan (PNP) of prioritised walking routes to guide future planning and investment.	●				●	
Investigate potential pedestrian movement and safety improvements to support the night-time economy in entertainment precincts.	●	●	●	●	●	
Review guidelines for the provision of shade trees and shade structures that enhance the experience of walking in Brisbane's subtropical climate.		●		●	●	
Medium-term — 3–5 years						
Undertake an audit of existing wayfinding signage to identify gaps and develop a consistent and effective approach for Brisbane.	●	●	●	●	●	●
Identify a location to deliver a high-quality pedestrian connection to demonstrate best planning and design for a comfortable, enjoyable, safe and convenient pedestrian movement corridor.	●	●	●	●	●	
Develop a coordinated Council-wide approach to the use of the road corridor to facilitate a movement and place-based framework that balances the transport of people and goods with the use of streets as places for activity.		●	●	●	●	

Actions	Connected and legible	Safe	Inclusive	Comfortable and enjoyable	Fit-for-purpose	Informed
Ongoing						
Review and enhance frameworks to improve the funding, coordination and delivery of new and upgraded footpaths.					<div></div>	
Create walking network plans for high-activity precincts and corridors to encourage and facilitate walking and improve connection with other forms of transport.	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	
Deliver and enhance programs to inform the community of the benefits of walking and educate pathway users regarding etiquette and responsibilities to encourage safe and enjoyable walking.		<div></div>	<div></div>			<div></div>
Evaluate trials of technology improvements for pedestrian crossing signals in other cities and identify opportunities for their application in Brisbane.	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	
Plan and deliver suitable treatments to improve safety by reducing potential conflict between pedestrian and other road and pathway users on high-priority routes.		<div></div>	<div></div>	<div></div>		
Investigate options to identify and deliver targeted footpath improvements to assist people with disability.	<div></div>	<div></div>	<div></div>		<div></div>	
Continue to identify and prioritise upgrades to lighting on pedestrian paths.		<div></div>	<div></div>	<div></div>	<div></div>	



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