BRISBANE ACTIVE TRANSPORT STRATEGY
2012-2026
It’s all part of Council’s plan
AS A VIBRANT AND OUTDOOR-ORIENTATED CITY, MORE AND MORE RESIDENTS ARE CHOOSING TO WALK AND CYCLE AS A MEANS OF GETTING AROUND.

Encouraging active transport is all part of Council’s balanced approach to reducing Brisbane’s traffic congestion and is a great way for residents to stay active and healthy.

The significant investment in cycling over the last four years delivered many missing links, substantially increasing the city’s bikeway network.

Our award-winning Active School Travel program reduces traffic congestion by increasing the number of families who walk or cycle to and from school. Since 2004, over 130 schools have participated in this behaviour change program that uses a suite of initiatives to provide school families with information, motivation and opportunity to adopt these active travel modes. In 2011, the Active School Travel program saw single-family vehicle trips reduce by 30% over the full school week as people took up walking, cycling and public transport as alternative forms of travel.

Through this strategy I want to build on that enthusiasm and make cycling and walking an easy choice for Brisbane people.

In the next four years the Better Bikeways 4 Brisbane program will deliver safe, appealing paths and local streets that encourage people everywhere to make more of their trips by walking, cycling or by public transport. A small amount of walking or cycling can make a big difference to the health of our community and the number of cars on our roads.

To support the strategy, I am announcing five Active Transport priorities:

**Priority One:** Encouraging walking and cycling

**Priority Two:** Walking and cycling friendly suburbs

**Priority Three:** A connected commuter network

**Priority Four:** A safe and accessible network

**Priority Five:** Information at your fingertips

During the consultation for this strategy, separated paths, speed reductions, connection of paths and shade were often mentioned by respondents. These are key elements that have been incorporated in all initiative areas.

I encourage you to read this important strategy and I look forward to seeing you out there walking and cycling in your neighbourhood.

Councillor Graham Quirk
Lord Mayor of Brisbane
OUR VISION

OUR ACTIVE TRANSPORT VISION FOR BRISBANE IS TO CREATE A HIGH QUALITY, CONNECTED, ACCESSIBLE PATHWAY NETWORK WHICH WILL ATTRACT PEOPLE OF ALL AGES TO WALK AND CYCLE.

OUR AIM IS FOR PEOPLE TO RECOGNISE THAT ACTIVE TRANSPORT HAS HEALTH, CONGESTION REDUCTION, ENVIRONMENTAL AND MONEY-SAVING BENEFITS FOR THE INDIVIDUAL AND THE CITY.

How would Brisbane be different?
• More people of all ages walking and cycling in our streets and parks enhancing Brisbane’s reputation as a friendly and active city.
• People feel that the community wants people to walk and cycle.
• People enjoy pathways that provide connected links to key destinations such as schools, workplaces, shops and public transport.

BY 2026 1 in 5 transport trips will be by walking or cycling.

• With more people walking and cycling to work and school, positive benefits will be seen with reduced congestion on our roads and an active, healthier community.
• As more people get out and about, drivers are more aware of pedestrians and cyclists on our roads and all users will share the road in a safe manner.

<table>
<thead>
<tr>
<th>Transport Mode</th>
<th>Projected share of all transport journeys in Brisbane (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2011</td>
</tr>
<tr>
<td>Walking</td>
<td>12.7</td>
</tr>
<tr>
<td>Cycling</td>
<td>1.6</td>
</tr>
<tr>
<td>Total Active Transport</td>
<td>14.3</td>
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Source: Brisbane City Council, Transport Planning and Strategy

The greatest potential for future increases in cycling will come from commuter, higher education and recreation trips, supported by the implementation of the new Brisbane bicycle infrastructure plan. The highest increases in walking are expected to come from local shopping and school trips as a result of programs like the Active Communities and Active School Travel programs.
$100 million invested in new bikeway infrastructure

Council has undertaken the largest local government bikeway program in Australia, investing $100 million between 2008 and 2012 to complete missing links in the bikeway network and to provide associated facilities such as way-finding signage, bikeway lighting and bike parking facilities.

More people walking and cycling

Between 2004 and 2010, walking trips on Brisbane’s shared pathway network increased by around 30% on weekdays and 63% on weekends. In the same period, cycling trips increased by 63% on weekdays and 96% on weekends. (Source: Brisbane City Council annual bikeway count 2010).

Weekend cyclists on Brisbane’s bikeway network increased by 96% between 2004 and 2010.

In 2010, the inner city bridges – Go Between, Kurilpa, Victoria, Goodwill and Story Bridges – carried more than 35,000 pedestrians and cyclists each day.

CUTTERS LANDING RIVERWALK LINK

This pathway is a vital link in the 20 km Riverwalk network of paths, roads, bridges and parks along the Brisbane River that has proved so popular with the people of Brisbane. The Cutters Landing link connects New Farm Park to Teneriffe and includes a 40 metre-long boardwalk above the Brisbane River.

JINDALEE BIKEWAY BRIDGE – THE FIRST OF ITS KIND IN AUSTRALIA

The innovative design of the 52 metre-long Jindalee Bikeway Bridge was the first of its kind in Australia. Fabricated from an aluminium alloy, the bridge was constructed as a single span, protecting the creek’s sensitive environmental values. The new pathway connection provides fast, safe access from Jindalee to the bikeway along the Centenary Highway so cyclists can travel to the city and local amenities including Rocks Riverside Park.
BIKEWAY LIGHTING AND SIGNAGE PROJECTS

Council’s Bikeway Lighting Program has provided lighting at key locations on the off-road bike network. This supports night-time commuter cycling and improves cyclist safety and security. Council has also installed solar-powered edge delineators (cats-eyes) and spot lighting for safety hazards such as underpasses and bridges.

Since 2009 Council has installed way-finding signage on more than 25 bikeways across the city. This makes Brisbane’s bikeway and shared pathway network significantly easier to navigate and encourages beginner cyclists to get out and explore the network.

BIKE SHELTERS AT MAJOR SHOPPING CENTRES

Council has constructed four bike shelters at major shopping centre public transport interchanges across Brisbane. Available for use 24 hours a day, the shelters provide a high level of security for users, including secure swipe card access. The shelters are located at Chermside, Garden City, Mount Ommaney and Carindale shopping centres.

CITYCYCLE EXCEEDS 280,000 TRIPS IN ITS FIRST TWO YEARS

Australia’s largest public bike hire scheme, CityCycle has now been operational for two years providing Brisbane with a fast, affordable and convenient transport option. CityCycle now has up to 2000 bikes available at 150 stations stretching from Newstead to St Lucia.
PRIORITY ONE: ENCOURAGING WALKING AND CYCLING

BRISBANE’S SUBTROPICAL CLIMATE AND FRIENDLY OUTDOOR LIFESTYLE IS IDEAL FOR SUPPORTING WALKING AND CYCLING FOR TRANSPORT AND RECREATION.

Improving pedestrians’, cyclists’ and motorists’ awareness and understanding of Queensland’s road rules and the etiquette for using shared paths and roads will encourage a greater acceptance of walking and cycling.

PROPOSED INITIATIVES:

Action one:
Making active transport inclusive and accessible to all Brisbane residents

Brisbane has a very diverse ethnic culture. More than one in four Brisbane locals were born overseas and more than 14% speak a language other than English at home. Active transport accessibility can be improved through champions from ethnic communities and the provision of information in languages other than English.
CASE STUDY: ACTIVE SCHOOL TRAVEL

A runaway success… Encouraging our children to take up walking and cycling from an early age can provide long-term benefits in terms of personal health and sustainable transport choices.

Council’s Active School Travel program has made significant progress in encouraging parents and students to walk, cycle, car pool or use public transport for school trips. The Active School Travel program has worked with 137 schools since it began in 2004.

In 2011, the program achieved an average of 30% reduction in single car trips for participating schools.

Action two:
Improve safety on busy pathways by increasing awareness of shared path rules
As more people start walking and cycling, it is important everyone understands the correct way to use our pathways. Campaigns will be implemented to improve behaviour and reduce dangerous bike speeds on our most popular paths. Signage and information provided at the right locations can do much to ensure all users understand the rules and etiquette.

Action three:
Expanding the Active School Travel program to introduce a comprehensive and targeted high school program
The highly successful Active School Travel program can be expanded to include Brisbane high schools, encouraging them to make active transport a part of their everyday commute.

Action four:
Encourage behaviour change by supporting active transport events, businesses and research
Continue to provide support to events like Bicycle Queensland’s Bike Week and businesses and universities that encourage staff and students to travel actively to and from work. Continue to support research into the most effective ways to increase walking and cycling.

Since its inception, 63,906 students have completed the Active School Travel program.
PRIORITY TWO: WALKING AND CYCLING FRIENDLY SUBURBS

THERE ARE MANY BENEFITS TO INCREASING WALKING AND CYCLING ACTIVITY. WALKING TO OR FROM WORK, SCHOOL, PUBLIC TRANSPORT OR LOCAL SHOPS CAN PROVIDE THE 30 MINUTES OF DAILY PHYSICAL ACTIVITY ADULTS NEED FOR GOOD HEALTH.

The key to encouraging walking and cycling is access, aesthetics, safety, security and comfort. Council wants to create more appealing walking and cycling routes around key destinations like public transport stations, local shops and schools. This includes well-maintained footpaths and shared paths with shade and lighting so travellers feel secure at all times of the day.

PROPOSED INITIATIVES:

Action one:
Active Communities
Selecting new communities to become model 'active communities' will improve walking and cycling to local schools, shops, employment, public transport, community facilities and recreation areas.

Neighbourhood consultation programs will identify what locals want to help them walk and cycle more often. Improvements like road crossings, shade, footpaths and lighting will make walking and cycling safe, comfortable and easy options.

Promotional activities will ensure residents are aware of changes in their local area so they can incorporate them into their daily routine.

Action two:
Accessing public transport
Creating 'walking and cycling zones' around public transport stations to improve pedestrian and cyclist access to public transport has the dual advantage of increasing public transport patronage and reducing short car trips.

Action three:
Integration into the new City Plan
Walking and cycling requirements will be further embedded in the planning process and incorporated into a reviewed City Plan; including Neighbourhood Plans, Priority Infrastructure Plans and Development Assessment.

MORE THAN 1100km of on and off-road bikeway and shared pathways in Brisbane 🚴‍♂️ 🚴‍♀️
Action four:
Support for the Ward Footpath Trust Fund
Continue to expand and connect local footpaths to provide safe access to residential areas, employment areas, shops, services and public transport. The Ward Footpath Trust Fund helps ensure that footpath improvements are matched with local priorities and needs.

Action five:
People of all ages and abilities considered in planning for walking and cycling projects
Planning for active transport will include consideration for people from all disability and aged care groups. Council is currently working to ensure that all public transport fleet and infrastructure is 100% compliant with the Disability Discrimination Act 1992 by 2022.
**PRIORITY THREE: A CONNECTED COMMUTER NETWORK**

**BRISBANE HAS A WELL-DEVELOPED BIKEWAY AND SHARED PATHWAY NETWORK COMPRISING AROUND 1100 KILOMETRES OF ON AND OFF-ROAD BIKE PATHS, LANES AND ROUTES.**

A high-quality, connected commuter network will continue to be expanded to attract cyclists of all skill levels including people who haven’t considered cycling before. The network will also provide continuous safe routes between peoples’ homes and their intended destinations.

The Brisbane CBD, inner-city, employment nodes and major suburban centres are Council’s primary targets for increasing walking and cycling trips. Target markets include:

- residents
- workers
- business and tourist visitors.

Recent projects undertaken by Council including CityCycle, Bicentennial Bikeway upgrade, Go Between Bridge and the New Farm Riverwalk have provided high quality active transport links along the Brisbane River.

The reduction in traffic speeds to 40km/hr in the CBD and installation of bicycle awareness zones have helped raise motorist awareness of cyclists in the city.

**PROPOSED INITIATIVES:**

**Action one:**

**Commuter cycling network**

Continue to create a network of high quality cycle paths with separation from cars and pedestrians in high-use areas. These routes will connect cyclists so they can get where they need to go.

**Action two:**

**Complete planning for a Brisbane Bicycle Infrastructure Plan**

The Brisbane Bicycle Infrastructure Plan will outline the infrastructure requirements of our bikeway network comprising:

- Primary links – providing high capacity bike routes on major corridors
- Secondary links – routes that access major centres, employment areas and residential areas
- Local links – routes linking the network to homes, schools, local centres and local recreation areas (e.g. parks and playgrounds).

**CASE STUDY: EXISTING BLACKSPOT PROGRAM**

Council’s pedestrian and bikeway blackspots program has targeted improvements to key conflict points on the bikeway and shared pathway network. Initiatives have included installing green bike lanes and bike stand-up areas at intersections, cycle crossing lanterns at intersections, cycle kerb ramps, traffic lane edge line markings and on-road bike lanes. The program has also included installation of ‘Bicycle Awareness Zones’ and ‘Share the Road’ signage to raise motorist awareness of cyclists.
Action three:
Establish a commuter route marker program
A specific signage program to ensure commuter cycling and walking routes are clearly signed with key destinations, as well as safety and directional information.

Action four:
Provision of mid-journey facilities
Identifying key locations along the commuter network for mid-journey facilities, including a trial of bicycle pump and maintenance stands. Other facilities include water taps, bike racks and seating at appropriate locations.

Action five:
Provision of key active transport links along railway corridors
Continue to engage with Queensland Rail and the Queensland Government to permit the provision of safe, separated shared paths along rail corridors.

Action six:
CityCycle
The compact nature of the CBD and inner city makes CityCycle a great choice for short trips. CityCycle will continue to be a key transport option for inner-city travellers. Opportunities will be investigated and promoted to make CityCycle more attractive to the community, business and visitors.
SAFETY IS A KEY FACTOR WHEN A PERSON DECIDES TO WALK OR CYCLE TO A PARTICULAR DESTINATION.

Providing safe streets and off-road paths for all sectors of the community is paramount to achieving long-term growth in walking and cycling in Brisbane.

Key priorities for walking and cycling safety are:

- minimising conflicts between pedestrians, cyclists and motorists
- improving pedestrian, cyclist and motorist awareness of the road rules and respect for all users
- providing safe on-road cycle facilities.

CASE STUDY: EXISTING BICENTENNIAL BIKEWAY

The staged upgrade of the Bicentennial Bikeway between Toowong and the CBD has provided high quality separated pedestrian and bike paths to service Brisbane’s south-western suburbs. The bikeway currently carries more than 5000 users a day.

CASE STUDY: TARRAGINDI ENVIRONMENTAL LIGHTING PROJECT

As part of a 2.8km bikeway through Toohey Forest at Tarragindi, lighting was installed that switches off after peak cycling hours, to ensure wildlife is not disturbed while still providing a high quality cycling pathway. The bikeway connects Nathan and Salisbury to the Pacific Motorway Bikeway at Tarragindi.
PROPOSED INITIATIVES:

Action one: Separating Brisbane’s busiest bike paths
Attracting new cyclists with a higher level of safety and comfort along major routes. This may include upgrading key popular routes to separate cyclists and pedestrians – increasing capacity and reducing the possibility of conflict.

Action two: Overcoming cycling barriers
Improving connectivity by identifying and implementing solutions to get cyclists and pedestrians safely around barriers like railway lines, motorways and large areas lacking through access.

Action three: Blackspots and mid-block crossing improvement program
Build on Council’s existing pedestrian and cycling blackspots program to identify and improve potential inner-city and suburban blackspots.

Action four: A dedicated focus on improving intersection crossings
The highest number of on-road conflicts between motorists and cyclists is at intersections and change-in-direction points (slip lanes). Council will also continue to include cycling and pedestrian facilities in new intersections as they are constructed.

Action five: Supporting the ongoing roll-out of innovative lighting and safety signage
Continue the successful program to provide way-finding signage along all major pedestrian and cycle pathways. Provide lighting on those parts of the network with the potential for high night-time usage.

Action six: Continue existing SafeST program
The Safe School Travel (SafeST) program will continue in partnership with the Queensland Government, delivering the infrastructure improvements schools need to encourage walking and cycling. Projects will include bus drop-off zones, crossings and improvements to intersections and access pathways.

Action seven: Foster partnerships with all levels of government
Continue to work with the Queensland Police Service, the Department of Transport & Main Roads and the Federal Government to identify ways to keep cycling and walking safe and attractive for active travellers of all ages and ability levels.

The Active School Travel program removes the trip equivalent of 1300 cars from the road each day.*

It reduces CO₂ emissions by 610 cubic tonnes annually and 2.25 million kilometres of travel made by vehicles annually.

* Council’s Active School Travel Evaluation Report 2011.
PRIORITY FIVE:
INFORMATION AT YOUR FINGERTIPS

Weekend walking on paths has increased by **63%** since 2004.*

* Council’s Annual Manual Bikeway Count.

**PEDESTRIANS AND CYCLISTS NEED INFORMATION TO PLAN THEIR TRIP.**

This could be maps, advice on using paths, or help for someone totally new to cycling in Brisbane.

Council provides information on Brisbane’s bikeway and shared path network through its website and printed materials.

New media channels such as Google Maps, NearMap, Ride the City, Facebook and Twitter are being increasingly used by Council to provide information to the public.

Providing up-to-date information to the community on the condition of the network, opening of new links and any network closures will improve community confidence in the reliability of the network.
PROPOSED INITIATIVES:

Action one: Online information
Knowing where to go and how to get started can be a real barrier to travelling actively. We need to make sure people can find where the paths are and the best way to start using them. Online information will provide easy access to maps, route planning, shared path rules and network closures, to help people plan their active trips.

Action two: Bikeway maps on your smartphone
Council’s online information for active transport will be complemented by smartphone compatible maps and route information for cyclists and pedestrians out and about on the pathway network.

Action three: Improving information in response to floods and natural disasters
Identifying alternative cycle routes for parts of the network that are impacted by tidal inundation or floods and provide timely updates to network users will assist the reliability of the network.

Action four: Continue to roll out electronic counters to provide data on pedestrian and cyclist movements
Council currently measures active travellers through manual counts and automated counters installed on selected paths. Improvements will assist Council in planning future improvements to the network and in improving community safety.

Action five: Working with organisations
Certain organisations and businesses are perfectly positioned to provide high quality active transport information to their employees, students and customers. We will continue to assist with the training and resourcing of these organisations to ensure information is provided to people when they need it, such as international students who have recently moved to Australia, or employees starting a new job.