



Queensland Walking Strategy

2019–2029 | Walking: for everyone, every day

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Foreword

Walking plays a critical role in an integrated transport system that improves health, liveability and the environment. Whether you are on foot, moving with the help of a mobility device like a wheelchair, or pushing a child in a pram, walking is an important part of life for everyone.

Queenslanders are motivated to walk because it is good for their physical and mental health and they find it relaxing and enjoyable.¹ Any walking activity, running/jogging and bushwalking are already three of the top five most popular physical activities for Queensland adults.²

We want more Queenslanders to choose to walk as part of their everyday routine, whether for short trips to the shops, the walk to school, to keep active or for hikes in our spectacular national parks.

The *Queensland Walking Strategy 2019–2029* is about making sure Queenslanders of all ages and abilities can walk safely and comfortably, when and where they choose. It will help achieve the objectives of *Our Future State: Advancing Queensland's Priorities* to keep Queenslanders healthy, keep communities safe and give all our children a great start.

In developing this strategy, we spoke to Queenslanders, key stakeholders, local government and experts. We identified the barriers that stop people from walking more often and what needs to be done to overcome these barriers. Our discussion revealed priorities for getting more people out walking. These priorities include planning walkable communities, building safe and comfortable walking environments, encouraging more people to walk and working together to deliver for walking. The first two year *Action Plan for Walking 2019–2021* will provide a foundation from which we can learn and build.

I am delighted to launch Queensland's first walking strategy. I look forward to working with our partners to champion walking, deliver the actions and track our progress in achieving our vision for walking in Queensland.



Hon. Mark Bailey MP
Minister for Transport and Main Roads

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Summary

For most people, walking is a part of every trip. Walking is good for people, communities and the environment. Walking reduces air and noise pollution, traffic congestion and helps tackle climate change. It also supports local businesses.

When we talk about walking, we also include jogging, running, and moving with the help of a mobility device (such as a wheelchair, mobility cane or a walking frame).

More people walking will address many of the pressures facing Queensland including population growth, and the costs of physical inactivity. Through the *Queensland Walking Strategy 2019–2029*, the Queensland Government will work with partners to ensure our communities are green, liveable and walkable.

We want walking to be the irresistible, clear choice for health, recreation and transport, particularly for short trips. Queenslanders already enjoy walking as a recreational activity. We want to extend this interest in walking for everyday activities.

This is Queensland’s first walking strategy and the community has told us what it needs. This community guidance has set the direction to improve the walking environment to get more Queenslanders walking more often over the next 10 years.

Input from Queenslanders, key stakeholders, local government and the best examples from around Australia and the world have helped to identify four priorities for walking:

- Planning for walkable communities and places.
- Building connected, comfortable and safe walking environments for all.
- Encouraging more people to walk as part of their ‘everyday’.
- Working together to deliver for walking.

This strategy is supported by an action plan, which will be updated every two years.

The *Walking in Queensland Report* provides a snapshot of current levels of walking in Queensland and baseline measures for monitoring progress. These documents will help us to focus actions that get more people walking as part of their everyday routine and report on our progress on achieving the vision to make walking an easy choice for everyone, every day.

Queensland Walking Strategy suite



Our 10-year vision



Our actions for the next two years



Monitoring our progress



View online at: www.tmr.qld.gov.au/walking

Benefits of walking



40% of adults
59% of children
are not getting
enough physical
activity.³



Walking is easy to adopt and suitable for people of all ages – walking 30 minutes each day is a great way to improve your health.⁴

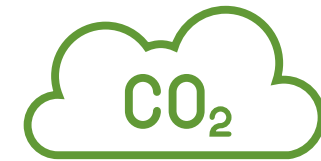
Walking is the most popular form of physical recreation in Queensland.⁵



Walking is free and saves you money! Switching a 2.5km commute from driving to walking saves \$1,900 per year in health expenses.⁶



Walking creates vibrant communities and supports local businesses – people who walk and shop locally visit more often.⁷



Walking is the most sustainable form of transport, more people walking reduces Queensland's carbon footprint.⁸

75% of parents want their kids to be more active. Walking to school can help achieve this and reduce congestion, too.⁹



Walking is by far the most favoured physical activity of those who want to start exercising.¹⁰



Walking improves mental health by reducing anxiety, depression, negative moods and improving self-esteem.¹¹



Our vision for walking: an easy choice for everyone, every day

What changes do we want to see in 10 years?

Our objectives for walking over the next 10 years are:

- More walking more often
- Our communities are planned to make walking enjoyable and convenient
- Our streets and paths are welcoming, safe, connected and comfortable for all ages and abilities, and support vibrant local communities
- Walking is an irresistible and easy choice, particularly for short transport trips, tourism, recreation and health
- Walking is a high priority in policy and planning, delivered through partnerships and supported by evidence.

Walking for exercise and recreation is the most common reason for walking and walking as part of a trip to the shops or public transport is also popular.¹² Despite this, most short trips in Queensland are still made by car.¹³ We want walking to be an obvious choice to replace some car trips to school, the shops or the park.

Just over two million Queenslanders would like to walk more but face personal and physical barriers to doing so.¹⁴ By making walking easier and more enjoyable, and creating more space in our cities and towns for walking, we can help to overcome some of the barriers and get more Queenslanders enjoying the many benefits of walking.

We will work with local governments including Aboriginal and Torres Strait Islander councils, and other stakeholders to embed walking into our work to create healthy, active, liveable communities and as part of a single integrated transport system accessible to everyone.

The *Queensland Walking Strategy 2019–2029* is part of a holistic approach adopted by the Queensland Government to encourage Queenslanders to enjoy and participate in regular physical activity to improve their health and wellbeing.

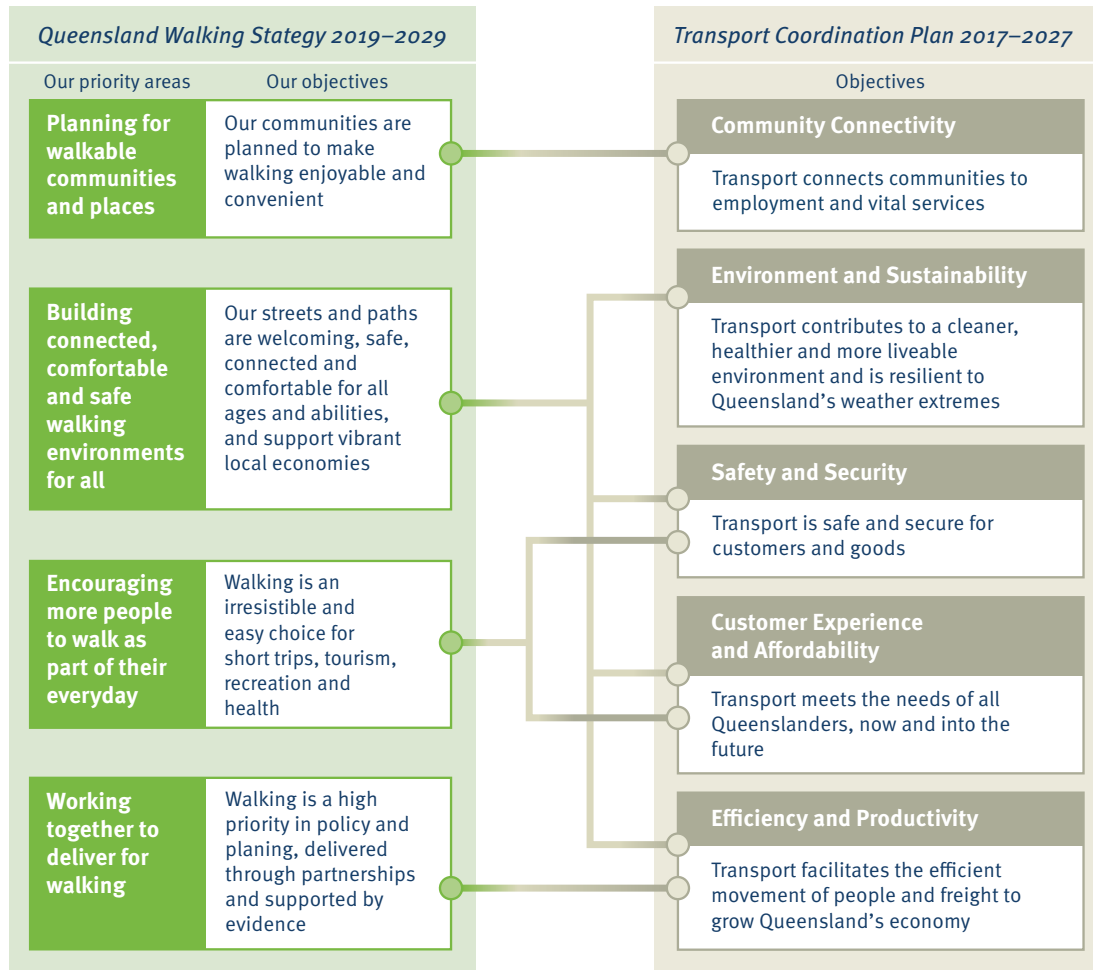
The *Queensland Walking Strategy 2019–2029*, the *Queensland Cycling Strategy 2017–2027* and the Government's ten-year sport, active recreation and physical activity strategy, *Activate! Queensland 2019–2029*, are key strategies to achieve *Our Future State: Advancing Queenslanders Priorities* particularly the 'Keep Queenslanders Healthy' priority.

Our Future State: Advancing Queensland's Priorities



Getting more people walking will help to achieve the objectives of *Our Future State: Advancing Queensland's Priorities* to keep Queenslanders healthy, keep communities safe and give all our children a great start.

Walking as part of the transport system



The *Transport Coordination Plan 2017–2027* sets the strategic framework for planning and managing our transport system. The *Queensland Walking Strategy 2019–2029* contributes to core transport objectives including connected communities, helping the Queensland Government to reduce environmental impacts, enhancing the sustainability of the transport system, and create a safe and secure transport network.

Our priorities



Planning for walkable communities and places



Building connected, comfortable and safe walking environments for all



Encouraging more people to walk as part of their 'everyday'



Working together to deliver for walking





Planning for walkable communities and places

Footpaths and pathways are just one part of a quality walking environment. Many things contribute to making irresistible places to walk – a mix of close destinations to walk to, parks and open spaces, safety and surveillance, accessibility, places to stop and rest and integration with public transport.

Queensland summers are hot and bring heavy rainfall in some areas, which means we also need to provide shade, shelter and water on walking routes.

Walkable environments support connected communities, providing places where people can meet, socialise and strengthen relationships.

Planning walkable communities

Developing healthy walkable neighbourhoods that mix commercial, education and entertainment areas with a variety of housing types and densities along with quality open spaces will lead to more diverse, welcoming and social communities. Our planning agencies together with local governments fulfil this role through development assessment.

We will review and update urban planning and development processes and policies to give the necessary support for walking to be considered first in all aspects of planning and development.

We will promote the benefits of walkable healthy environments to the development industry and ensure local government has the authority to set stronger development conditions to create walkable communities.



More case studies

The Heart Foundation's Healthy Active by Design resources include many more Australian case studies. Visit www.healthyactivebydesign.com.au and search case studies under 'Movement Networks Design Feature'.



- Footpath -2.5m wide
- Pedestrian Activity Street
- Pedestrian Access Streets (400m Extents)
- Pedestrian Transport Corridor
- 501-1000 students
- Train Station
- Shopping Centre

Case study: Ipswich *iGO Active Transport Action Plan*

The aim of the City of Ipswich *iGO Active Transport Action Plan* (ATAP) is to guide the planning, delivery and promotion of quality facilities and programs for walking and cycling in Ipswich.

The iGO ATAP identified walking profiles, barriers and enablers to walking, a pedestrian hierarchy, and network and strategic infrastructure priorities. A key feature of the iGO ATAP is that the bike riding and pedestrian networks have been developed separately.

The iGO ATAP pedestrian hierarchy recognises that walking routes have different functions: 'activity streets' serve a place function whereas 'transport corridors' and 'access streets' serve a movement function. This hierarchy was identified for walking routes within 400 metres, 800 metres and 1200 metres of key trip generators such as activity centres, shopping centres, public transport and schools.

This methodical approach to pedestrian planning has resulted in the development of a new funding allocation within Ipswich City Council's capital works program to deliver the identified walking infrastructure.

Planning walking precincts and networks

More people will walk when everyday destinations — shops, public transport hubs, schools, recreation or entertainment areas and parks — are connected by comfortable paths and convenient short cuts.

This means planning the hearts of our towns and suburbs to be very easy and attractive for walking and connected by path networks and safe road crossings that give priority to people walking.

Successful cities and towns depend on streets that support attractive, vibrant and healthy places. This applies equally in regional and remote Queensland, including Aboriginal and Torres Strait Islander communities, and small regional towns. Streets provide for both ‘movement’ and ‘place’. They move people and vehicles but are also places for business to flourish and for people to meet.

Planning our streets in a way that considers both ‘movement’ by all kinds of traffic including people on foot and bicycle, as well as ‘place’, will improve conditions for walking, support local businesses, and help to ease traffic congestion and parking problems.

Demonstration projects in selected priority areas will show that when we focus our efforts on improving walking environments, we can make it easy and appealing for people to walk more to everyday destinations. This will include working on ways to improve the shade along walking routes, through measures like more effective use of street trees or innovative building design.

We will develop guidelines and support local government to audit existing walking environments and to develop their own walking network plans for priority precincts around public transport hubs, schools and community centres.

These plans will reflect a coordinated planning approach between state and local government and involve all local stakeholders. The plans will tie in with existing regional transport planning processes and link together projects by a variety of agencies where possible.

Taking a coordinated approach to planning traffic operations will also be important, for example, to help focus on ways to give walking, bike riding and public transport priority in certain streets, as well as reduce pedestrian waiting times at traffic signals.



Janine's story

Janine moved back to Townsville 10 years ago to take up a job and study at James Cook University. She chose to live in Douglas close to the university knowing she could walk or take a short bus trip to work.

‘I made a trade-off to pay slightly higher rent, so I didn’t have to own a car. It’s saving me thousands and reducing my carbon footprint. But mostly I love the convenience of not having to fight traffic or find a car park at uni – I jump off the bus, get coffee and start work,’ Janine explained.

Being within walking distance to the Ross River pathways and Riverway Lagoon also influenced Janine’s decision on where to live. It has made exercise easy, especially in the cooler months when Janine prefers to walk to uni.

‘The biggest surprise was how much I don’t need a car. I occasionally hire one, but buses go most places I need and Google Maps helps. My other big discovery was how many great walking and bike trails Townsville has now,’ Janine said.

Integrating walking with public transport and other travel choices

Most public transport journeys start and end with a walking trip. Bus, train, tram and ferry stops need to connect to high quality walking routes to maximise the number of people using active and public transport. This is the perfect combination to move large numbers of people efficiently in our growing cities.

Shaded routes, safe and convenient road crossings and direct paths to stops and stations are all important in getting more people walking and catching public transport.

Together with local government and the development industry, we will focus on planning for peoples' whole journey experience from home to their destination by public transport — especially people with a disability. This includes improving walking catchments when planning new stops and stations.

Mobility as a Service (MaaS) describes the emerging trend to move away from personally owned forms of transport (usually cars) to those provided by or shared with others. This includes car share, on demand transport such as ride share services, electric scooters and bicycles.

MaaS may provide opportunities to reduce the reliance on private car ownership and its associated infrastructure, including parking spaces.¹⁷ Walking needs to be integrated with these new travel options and managed appropriately. There is also the potential for space previously used for cars to be used for walking or bike riding.

Designing facilities for all ages and abilities

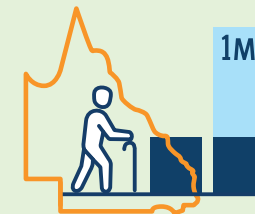
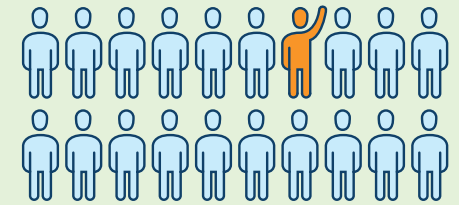
Some people have different needs and abilities when it comes to walking. Recognising these different needs and abilities will help us to improve walking environments for all.

Our walking networks need to be accessible to everyone, including families with strollers, seniors, people who move with a wheelchair or walking frame, as well as those who run for exercise and fun.

We will review and improve design standards to ensure our walking networks and environments are safe, inclusive and accessible to everyone.

Access for all

One in 20
Queenslanders have
a disability¹⁵



The number of Queenslanders over 65 years old is expected to grow by **one million** over the next 30 years¹⁶

The Accessible Transport Network (ATN) has been established within the Department of Transport and Main Roads. Its aim is to create and embed cultural change within the department and other Queensland Government agencies to ensure accessibility and inclusion is 'business as usual'.

Taking a universal design approach to our transport products, services and infrastructure will enhance the lives of all Queenslanders and visitors.

We are working to create welcoming spaces that no matter who you are or where you've come from, you can find your way around easily, you can feel comfortable, safe and accepted.



Building connected, comfortable and safe walking environments for all

Delivering networks that are accessible for people of all ages and abilities will result in more inclusive, active and healthy communities.

Queenslanders told us that providing more connected, smooth and even paths, shade and street trees along routes, greater separation from traffic, and lower traffic speeds in the right places will encourage them to walk more.¹⁸

Delivering connected and comfortable walking networks

Infrastructure and networks for walking should meet the needs of people of all ages and abilities. This means:

- accessible and complete walking routes that include kerb ramps, road crossings, smooth and wide paths, and aids to assist those with hearing and vision impairments
- direct walking routes that include convenient short-cuts and road crossings in the places where people naturally want to walk, and bridges or underpasses where necessary
- comfortable, attractive and inclusive walking routes that have shade and shelter, wayfinding signage, drinking water and places to stop and rest
- safe and secure walking routes with surveillance from adjacent properties, lighting for night-time use and elimination of potential hiding places.

We will work with local governments to prioritise and implement these types of improvements in communities all around Queensland including in regional and remote areas, and Aboriginal and Torres Strait Islander communities.

Opportunities to focus and coordinate existing programs will be explored as will establishing new programs if needed. Constructing infrastructure to support walking to school, town centres, public transport and to physical activity hubs will be some of the highest priorities.



Case study: Hervey Bay Mobility Corridor

The 14 kilometre mobility corridor through Hervey Bay follows an old rail corridor, linking the Urangan Pier to the Central Business District in Pialba and beyond to Urraween and Nikenbah. The route connects residential areas to employment, retail, schools, medical facilities and open space.

The 3.5 metre-wide asphalt path is shared with bicycle riders, people walking and jogging and a high proportion of people on mobility scooters. It is used by elderly, school children, commuters, parents with prams, and people walking dogs.

The corridor has been constructed over decades, with funding provided by Fraser Coast Regional Council and the Queensland Government. The link between Elizabeth Street and Urangan Pier was recently completed with a Queensland Government 'Works 4 Queensland' grant.

Fraser Coast Regional Council's Walk and Cycle Strategy is looking closely at building on existing linkages to connect to the mobility corridor and beyond to emerging communities and existing coastal developments. It is also proposing to extend the pathway to Maryborough with the proposed Mary to Bay Rail Trail project, a distance of 40 kilometres.

Making roads and precincts safer

Well-designed roads, crossings and footpaths can help keep all road users safe, including people walking. Queenslanders told us that road safety concerns, such as fear of being hit by a vehicle and not feeling safe crossing the road, are barriers to them walking more.¹⁹

We will continue our work to improve pedestrian safety. Focusing on areas with high numbers of people walking, we will also improve safety and convenience at traffic signals by reducing waiting times, increasing the length of the green walk phase and the number of crossing locations. Road crossings at new locations will be implemented where there is demand, taking into account both safety and convenience.

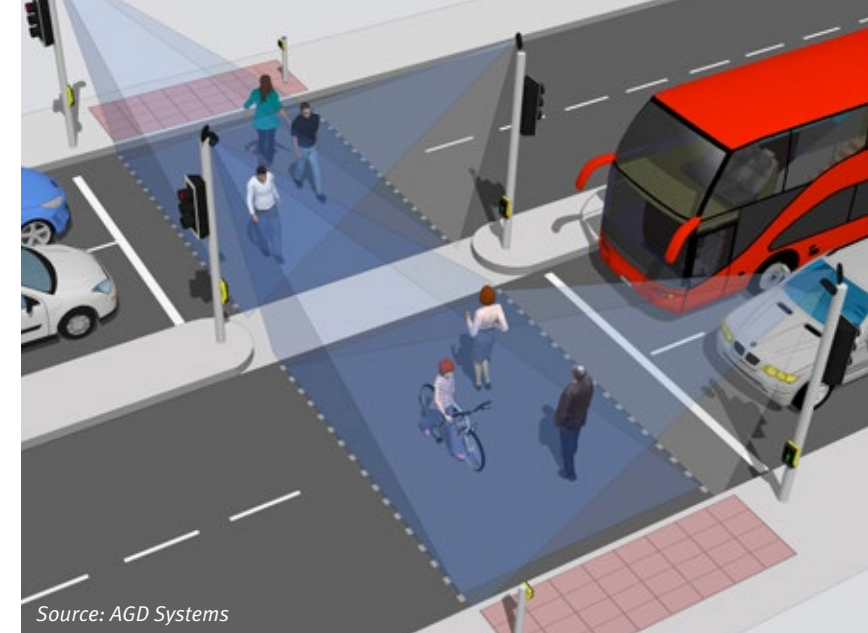
Lower speed limits will be implemented in targeted areas with high levels of walkers and bicycle riders. We will also investigate how to better manage speed in residential neighbourhoods, central business districts and school zones.

We will take into account the needs of all users when designing shared bicycle and walking facilities and implement separated facilities on busy paths where necessary.

In the *Queensland Road Safety Strategy 2015–2021*, the Queensland Government has committed to a vision of zero road deaths and serious injuries. The *Queensland Walking Strategy 2019-2029* also supports this vision.

The Department of Transport and Main Roads' *Road Safety Policy* requires projects delivering new and upgraded infrastructure in most situations in urban areas to:

- include provisions such as footpaths and crossings for pedestrians and people with disability
- provide pedestrian crossings on every leg at signalised intersections
- give pedestrians a green walk signal in advance of other traffic getting the green light
- avoid using left turn slip lanes unless they are signalised.



Case study: Smart Crossings

Smart Crossings use advanced technology at traffic signals to detect and respond to people on the crossing. Compared with standard signals, which use a fixed timer, these Smart Crossings use sensors to detect people crossing and adjust the amount of green time available to cross.

People who walk slowly get more time to cross safely, reducing the risk that they will still be trying to cross when the opposing traffic lights change to green. This especially benefits people with disability and the elderly. However if pedestrians have all crossed quickly, vehicle traffic gets a green light sooner.

The Smart Crossing technology is used extensively in Victoria and the United Kingdom. The technology has been trialled at several Queensland locations including Paradise Road in Logan Central.

The successful trials have led to the Queensland Government allocating \$4.5 million over three years for new smart crossings, with up to 300 crossings to be upgraded in the first two years beginning in 2019–20.

Revitalising local economies

Most towns, suburbs and cities in Queensland have a ‘main street’ or shopping precinct – a place where people go to access shops, services and social activities. The precincts are where people meet to socialise and are often the heart of our communities.

To revitalise and strengthen our shopping precincts and local economies we need to turn our main streets back into ‘sticky streets’. Sticky streets entice people to stop, meet, linger, connect, and feature:

- wide footpaths and generous public space
- interesting shops, windows and displays
- shade and awnings to make walking a pleasure in any weather
- buildings at a welcoming size and scale
- places to sit, chat and people-watch
- cafes — the turbochargers of walking
- people.

Research has shown that small changes and interventions to build sticky streets can increase the number of people entering shops and trading by up to 40 per cent²⁰, challenging the misperception that car parking is critical to successful main streets.

Interventions like ‘parklets’ can be trialled relatively easily and cheaply. Parklets are temporary installations where kerbside parking spaces are converted into a small seating area or green space where people can gather and socialise.

Low cost trials can let communities and local businesses experience temporary changes to streets to make them stickier before more permanent changes are considered.



QDesign is the Queensland Government’s guiding urban design document that supports the delivery of quality spaces across Queensland’s towns and cities. *QDesign* encourages best practice design outcomes that create and celebrate places, support economic growth, and promote Queensland’s enviable lifestyle.



Further developing our walking tracks and trails

Developing Queensland's Ecotourism Trails Program, walking tracks and rail trails will deliver tourism income directly into communities and support jobs in regional and rural areas.

Ecotourism and walking go hand-in-hand to provide a fresh approach to tourism. Walking is the perfect way for visitors to explore and interact with wilderness places, find hidden gems, connect with people and nature, and create lasting memories.

Great places to live are great places to visit. Walking tracks in nature reserves close to towns can support local people to get out and be regularly active while also being a tourism draw-card, encouraging tourists to stay for longer.

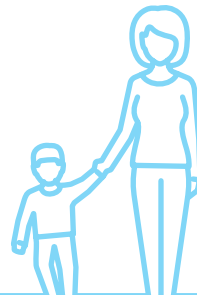
Cultural heritage trails that highlight aspects of Queensland's history and recreational walks in cities and towns can also attract tourists and encourage locals to walk more.

We will continue to upgrade and maintain walking tracks in Queensland's national parks and forests, some with all-ability access encouraging people to get active and connect with nature.

We will also continue to deliver new, iconic tourism experiences such as the Wangetti Trail in Tropical North Queensland, support authentic Indigenous walking-related ecotourism experiences in partnership with Aboriginal and Torres Strait Islander communities, and continue our support of rail trails such as the Brisbane Valley Rail Trail.

What kind of activities would encourage Queenslanders to walk more?

- More respect between car drivers and people on foot (30 per cent)
- More information on where to walk (for example, maps, apps and signage) (29 per cent)
- More support for events to encourage walking (21 per cent)
- More promotion of walking as an everyday activity for transport (20 per cent)
- Programs in schools to encourage children to walk to/from school (13 per cent).²¹



Amy's story

Amy began walking to help manage her mental health.

'When I was experiencing stress and anxiety, and couldn't do much exercise, I walked every day at sunrise and captured images as I walked along the beach,' Amy explained.

'The walk was my mindfulness technique, as I would concentrate on the present moment and my immediate surroundings along my walk. I would walk daily for about 10 minutes to an hour, and it helped me immensely on my road to balancing my lifestyle.'

Amy was delighted to discover that waking up early to walk meant witnessing the beauty of sunrises over the ocean.

'I realised that during these times of beauty, I was so focussed on getting to the beach and capturing an image that I had very little time to think about anxiety. It was a rewarding routine.'

Amy believes walking can benefit everyone in a multitude of ways. But, most importantly for Amy, it provides personal time to relax and unwind.



Encouraging more people to walk as part of their 'everyday'

Walking is fun, free and suitable for all ages and fitness levels. Walking for short trips can be an easy way to include physical activity into daily routines.

Yet raising awareness of these benefits is often not enough to create walking lifestyles across our communities and at different life stages.

How we travel or choose to spend our recreational time can become habitual. A short car trip to school or the shops becomes a routine that is unlikely to change without an encouraging nudge.

Developing a culture that supports walking

To help build a 'walking culture,' we need to respond to specific challenges and misconceptions.

Our campaigns will communicate that walking is a healthy, easy choice for short trips, and something that we can all do.

We will continue to deliver messages about safe behaviour on the road and provide education on road rules using social media and other channels.

Campaigns targeting our community to promote walking for health, transport and recreation will continue. To be most effective, they will be delivered alongside other infrastructure measures in this strategy.



Know your road rules

Drivers must:

- give way to pedestrians on or entering a road they're turning into
- give way to pedestrians on the footpath, nature strip or road when turning into or out of a driveway
- give way to any pedestrian on or entering the slip lane (even if there is no marked pedestrian crossing).

Building and supporting walking habits for life

Supporting walking as a habit at all stages of life and as a clear and easy choice for short transport trips, as well as for recreation, delivers on Queensland Government priorities for healthier Queenslanders.

The habit of walking should begin at a young age. So, we will focus on schools, encouraging children and their families to choose walking every day.

We will continue programs that include incentives and build social support to boost people's motivation to walk, especially maintaining new walking habits. This includes promoting walking for health and encouraging people to incorporate walking while at work.

We will work with local government, community groups and industry professionals to encourage Queenslanders to walk more as part of their everyday routine.

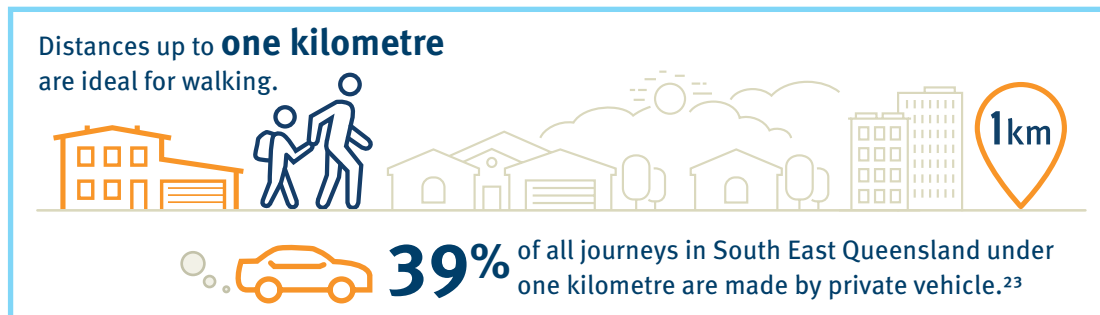
Building capability to deliver for walking

Planners, developers, engineers, designers, landscape architects, policy-makers, and elected representatives all play a role in creating healthy and inviting areas to walk.

Building their capability to deliver high quality and inclusive walking environments will support the broader community to walk more.

Decision makers and design professionals also need to understand and address human rights and anti-discrimination legislation requirements.

We will identify training needs and gaps through reviewing existing training courses and embedding evidence-based, innovative approaches to increasing walking and creating walkable, and inclusive environments.



Case study: Heart Foundation Walking

Heart Foundation Walking (HFW) is Australia's largest free walking network. It consists of walking groups led by volunteer walk organisers and a virtual community of walkers who track their activity online. HFW works in partnership with host organisations and local coordinators to set up walking groups in their communities led by volunteer walk organisers. They provide ongoing assistance, training, support and resources.

In 2018, 64 new walking groups were established in Queensland, bringing the total to over 280 indoor and outdoor walking groups. These groups meet in towns, suburbs and cities across the state, walking in a variety of locations. Some groups follow routes that are stroller and wheelchair friendly while other groups are dog friendly. There are now more than 6500 registered HFW participants in Queensland.

The Mount Isa Walking group is led by registered nurse Raelene, who identified the need for a cost-free option for local residents to exercise regularly. The group was formed in 2015 and now comprises 10 or more regular walkers who meet at the skate park every Monday at 9am. 'Many have said they are more motivated to exercise when they belong to a committed group that meets every week', says Walk Organiser, Raelene.

Managing and marketing tourism and recreational experiences

The tourism industry is vital to Queensland's economy, contributing over \$25 billion per year. ²⁴

We have a range of world-class walking trails, which appeal to both domestic, international and Queensland-based tourists. Walkable areas in our cities and towns encourage visitors to stroll, linger and spend money.

We want to support Queenslanders to holiday in Queensland and visit the walking destinations that are right on their doorstep.

Additionally, we want to encourage the development of Indigenous tourism through walking-related experiences.

We will continue to promote recreation trails to Queenslanders and tourists, as well as improve the information available about walks in our beautiful state.

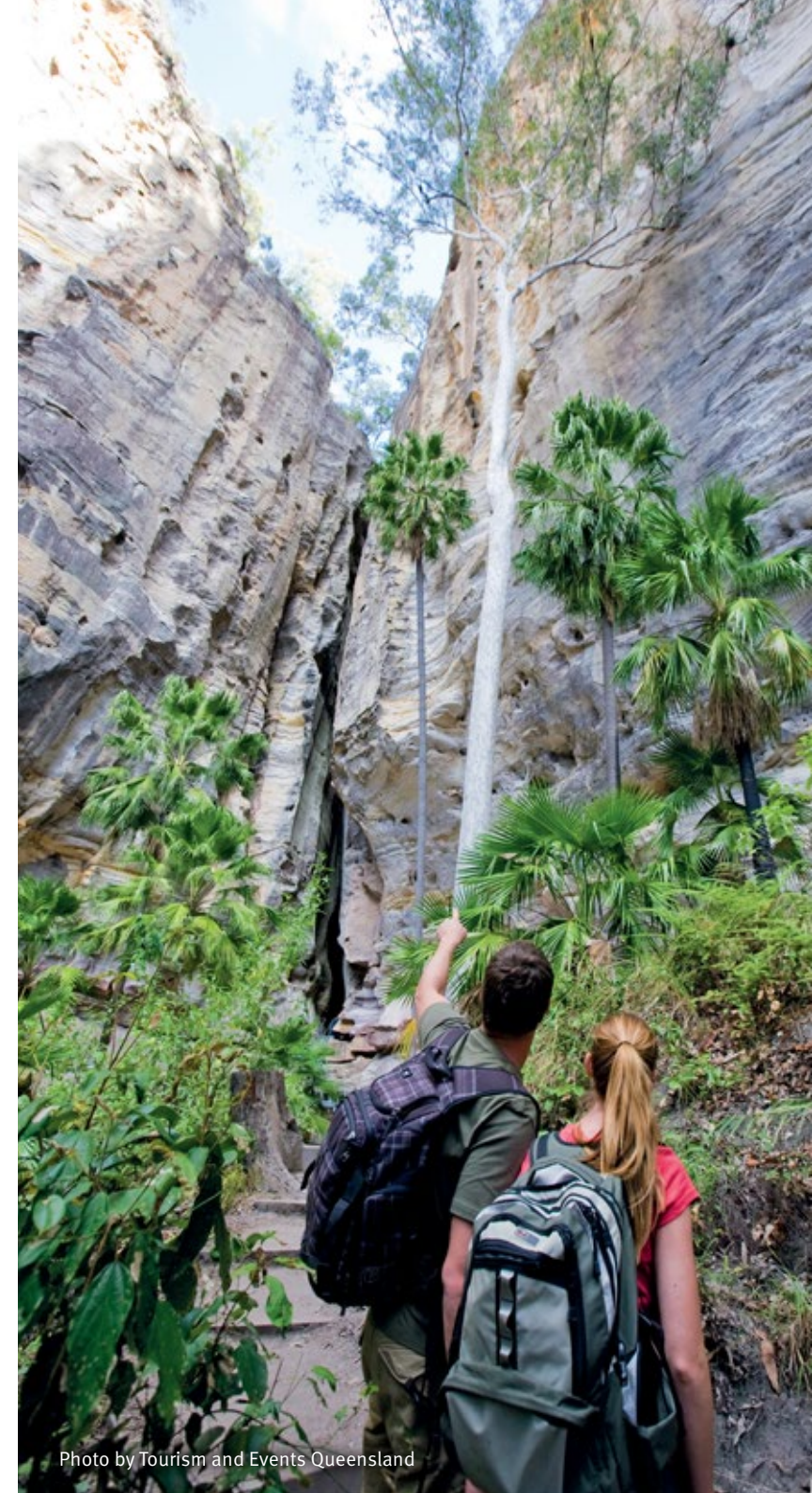


Photo by Tourism and Events Queensland



Working together to deliver for walking

To deliver walking environments that are attractive, enjoyable and accessible to everyone, we must prioritise walking in our policies, planning, operations and infrastructure.

Queensland's state government and its 77 local governments all play a role in creating walkable environments for people.

Our communities, the private sector and other stakeholders also need to be involved.

Working in partnership to prioritise walking in government policy

Putting people, and walking, first in government policies and legislation will help to create cultural change, which will deliver positive outcomes for people walking.

We will lead by example and collaborate with local government, the private sector and our communities to make walking an obvious and healthy choice for all Queenslanders.

Many Queensland Government agencies support more walking and the delivery of walkable environments through their work on transport, health, planning, education and recreation.

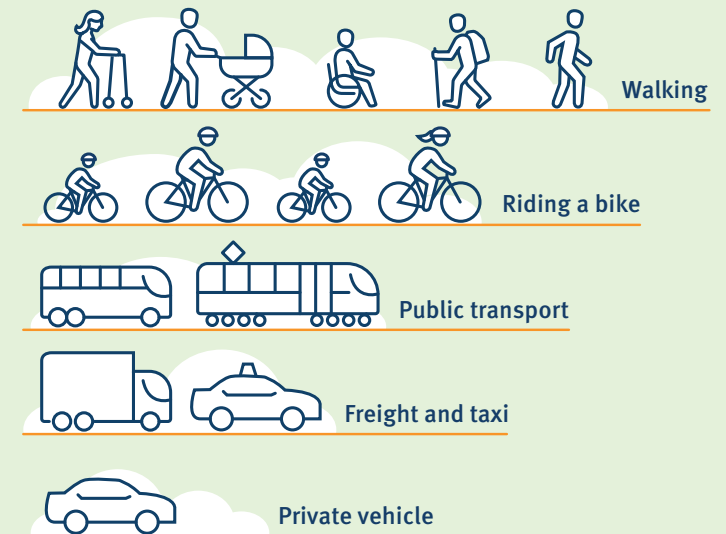
We will work across government agencies to make walking the clear choice in urban planning and infrastructure in built up areas.

Health and Wellbeing Queensland (HWQ), Queensland's health promotion agency, will improve coordination across government to improve the health and wellbeing of all Queenslanders.

Local governments also play a critical role in creating the places where Queenslanders live, work and play. We will work with local governments to plan, deliver and maintain walking networks and promote walking for transport, recreation, tourism and as a healthy activity for all Queenslanders.

Continued focus on coordination between state and local government will deliver a better integrated transport network and encourage people to walk.

Sustainable transport hierarchy



Investing in walking

Money invested in well-planned walking infrastructure pays for itself in physical and mental health benefits, reduced traffic congestion²⁵ and socially connected communities.

These benefits are even greater when planning and infrastructure investment is supported by education and promotional activities.²⁶

We will build the evidence base for investment in walking to ensure funding programs are well-targeted and achieve value-for-money. We will also promote existing programs that have opportunities to fund walking initiatives.

Using evidence to guide decision-making about walking

Having a better understanding of who is walking, how often they are walking, and when, where and why means we can target our investments and decision-making more effectively. We also need to understand who is not walking and why.

We will improve the way we collect data on walking for transport and as part of multi-modal trips. We will identify gaps in current data sets and research, develop a walking participation survey, and collect data to measure and monitor our performance against known indicators of healthy liveable communities.

We will also support research to keep developing our knowledge and understanding to improve our practice in this evidence-based field.

We will work with local government to help apply best practice methods for collecting walking data in towns and in recreation areas to support decision making.

By sharing data, research and evidence across government and with our stakeholders, we will be able to understand walking patterns and the needs of different groups, for example school students, Aboriginal and Torres Strait Islander communities, bushwalkers and tourists.

Actions in each two-year Action Plan for Walking will be guided by data, research and evidence.



Did you know?²⁷



On average, every \$1 invested in walking interventions returns almost \$13 in benefits with decongestion, health and environment.

Making it happen

Action Plan for Walking

Priorities for delivery in the first two years for the *Queensland Walking Strategy 2019–2029* are identified in the *Action Plan for Walking 2019–2021*.

The action plan contains practical and achievable initiatives across the four priority areas identified in this strategy in which the Queensland Government will invest.

The action plan will be reviewed and updated every two years to make sure we are continuing to invest in the right areas.

Walking in Queensland Report

The *Walking in Queensland Report 2019* highlights current walking patterns and trends.

It sets the baseline measures and will be used to monitor progress towards achieving our vision to make walking an easy choice for everyone, every day.



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