



Queensland Rail currently allows cycles to be carried on passenger trains outside peak travel hours. To assess the feasibility of expanding the operating hours of this service, Queensland Transport and Queensland Rail will assess the impacts of carrying cycles on trains during peak hours, and then undertake a trial program of carrying bikes on trains during peak travel demand periods.

Bus services have traditionally not provided for carriage of cycles in South East Queensland. However, other regions have reported extraordinary success with “cycle-on-bus” programs and the potential exists for a similar approach to be adopted in South East Queensland.

Providing secure cycle parking at park-and-rides and other key access points to public transport networks enhances access and creates a natural link between travel modes that can bolster the attractiveness of both at once. Secure cycle lockers are currently provided free of charge to patrons of Queensland Rail at many stations. The IRTP envisages the provision of similar, high quality facilities at key bus stops and other public transport interchanges.

Improved linkages between pedestrian, cycling and public transport networks will be achieved through consideration of these linkages at both the planning and design stages of development of cycling, walking and public transport infrastructure.

End of journey facilities

Secure cycle storage facilities, showers and dressing rooms at places of employment and other key destinations are essential to providing a functional cycle system. To achieve provision of these facilities the IRTP recommends a package of information schemes, incentive schemes and regulatory reform. In addition, the IRTP proposes that existing and new State Government buildings provide secure cycle parking and shower facilities which can be made available to employees as well as members of the public.

Cyclist safety

Providing safe cycling environments will assist with the achievement of the IRTP targets.

Through on-going community education and information dissemination, the IRTP seeks to encourage responsible cyclist and motorist behaviour. Vulnerable cycle user groups, such as school children, need special support.

Poorly designed and constructed cycle paths can detract from the attractiveness of the mode.

Cycles are inherently unstable vehicles, particularly when exposed to wind effects created by vehicles passing by at higher relative speeds. Provision of lateral separation of cycle lanes from vehicles must take account of this phenomenon. Greater separation is required for greater relative speed differences.



ACTIONS:

- KA 6.1 Plan and provide pedestrian and cycling networks
- A 6.2 Use AUSTRROADS design standards for walking and cycling facilities
- KA 6.3 Produce a South East Queensland Regional Cycle Plan
- A 6.4 Establish a State Cycle Committee to guide cycle policy
- A 6.5 Develop ways to separate pedestrians and cyclists on paths
- A 6.6 Establish education and encouragement campaigns for cyclists
- A 6.7 Establish programs to combine cycling and public transport
- A 6.8 Provide secure parking and “end of trip” facilities for cyclists
- A 6.9 Examine potential for cyclist-activated traffic signals

6.3 Walking

For many of today's parents and grandparents, walking was the primary means of travel around their local area when they were growing up. Today, many local trips are undertaken in cars. If we are to achieve a sustainable transport system in South East Queensland then it is essential that we act now to reverse this trend.

Distance and travel time prevent many trips from being walked. Regular commuter and other pedestrian trips of over 2 km (about twenty minutes walking time) are generally considered unviable by many people.

Making trips feasible by the addition and maintenance of footpaths, pedestrian crossings and a better mix of land uses will contribute to establishing an environment conducive to walking. Similarly, improving personal security of pedestrians through design that allows both passive and active surveillance is important in catering for pedestrians.

Enhancing the walking environment

A basic aim of the IRTP is to provide pedestrians with an environment that is safe, pleasant and conducive to pedestrian movement.

The relatively slow pace of walking allows people to take in much more of the surrounding environment. Pleasant features make walking a more attractive option. Architectural diversity, greenery, shade, shelter, places to rest, water, expansive views, and concentration of activities all have the potential to enhance the attractiveness of walking as a transport mode.

The avoidance of environments that discourage walking is also important if walking is to present an attractive transport choice.



Exposure to car exhaust, dangerous street crossings, poor connections with public transport services, the need to share facilities with cyclists, inadequate lighting, lack of personal security and poorly maintained pedestrian paths are some of the key factors that discourage walking.

As with cycling, urban form has a great influence on the proportion of walking trips undertaken. The consideration of pedestrian needs in the early stages of land use planning and development approval is essential if a pedestrian friendly environment is to be established.

Many regions around the world have, through neglect or oversight, allowed the growth of environments that are hostile to pedestrians. This has resulted in the imposition of considerable social and environmental costs on their communities. In these environments, cultures have grown up that see walking as an inferior mode of travel. This situation must not be allowed to develop in South East Queensland.

Pedestrian facilities must be woven into the urban fabric and integrated with all transport modes if walking is to continue to be a viable mode of travel.

Walking and public transport

Pedestrian access to public transport and the establishment of pedestrian friendly public transport precincts are essential to support the use of public transport. Adequate linkages between pedestrian routes and key public transport access points provide people with an attractive “door to door” service. Creation of an environment around public transport nodes makes both walking and public transport more attractive. This approach has benefits for both pedestrians and public transport users.

Pedestrian safety

Personal safety is a major concern to many pedestrians and fear is a particular deterrent to walking. The design of pedestrian facilities must address these safety concerns if walking is to be a viable transport mode. For example, adequate lighting, provision for passive and active surveillance, safe crossings, path maintenance, adequate visibility and separation of cycle ways and pedestrian routes where possible are important components of an effective pedestrian system.



ACTIONS:

- A 6.10 Design standards for pedestrian access to public transport
- A 6.11 Ensure pedestrian facilities cater for special needs
- A 6.12 Ensure provision of high quality pedestrian facilities