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***Walking the talk ....***

BDA Committee for Brisbane, May 23 2018

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# *A provocation for Brisbane....*

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*1. 'What would this place be like if pedestrian experience really mattered?'*

*2. What would Brisbane be like if, more than a walkable city, it became Australia's **Walking City**?*

## ***Pedestrian priority in Brisbane ...***

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Despite the rhetoric around the pedestrian component of 'active transport' and the fact that by far the most trips are made by foot or similar (13.3m in 2016 vs 2.5m by cycling projecting to 15m and 5m in 2026), pedestrian experience in Brisbane – ***as actually lived*** -- lacks:

# Pedestrian experience in Brisbane – *as actually lived* -- lacks

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- connectivity (the ‘city of bits’);
- clear definition amongst definitions of connectivity;
- priority (rather than accommodation) in budgets and programs;
- design quality (an add-on/poor relative of vehicle and cycling provision) for experience; and
- ‘champions’

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*... especially in Brisbane's areas of developing intensity* where our city is becoming a modern and open city, is in the main:

- Ugly
- Hot and exposed to traffic and cyclists,
- Unsafe
- Inconvenient and complex.

# *The idea of the **Walking** (rather than 'walkable') **City** ...*

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It is as a pedestrian that we most engage with and learn to love (or hate) the city and its parts.

It is as a pedestrian that we engage with our community of strangers, our landscapes and cityscapes.

It is through that visceral engagement that our city becomes 'open'.

# Cases:



# Cases:





# *Cases:*



# Cases:

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# Cases

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- **Gabba/Stones Corner/Kangaroo Point**
- **Toowong Centre**
- **Spring Hill to Roma Street**
- **RBH to RNA to The Valley**
- **The Valley to Newstead**
- **Mater/Lady Cilento Hospital to South Bank Precinct**
- **South Bank Precinct to West End**
- **CBD to South Bank/Arts Precinct**





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BDA May 2018

# *What we need to do ....*

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- 1. Take pedestrian, their experiences and needs not just more seriously but most seriously – providing comfort, directness/convenience, shade/shelter, ambience and safety.*
- 2. Set serious goals eg 20% of all trips by 2026...*

### 3. Recognise that, projects will be....

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- Adaptations of existing dysfunctional precincts as well as new projects/precincts;
- Complex/fiddly;
- Across entire precincts/between precincts;
- Urban design- (for people/human experience) rather than engineering-led (for machines);
- Cross-jurisdictional (state/local government and multiple agencies)

## 4. *Specifically we need to ...*

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- **Skill up** to deliver urban design for pedestrian experience, both practical and sensory;
- Modify existing approaches to **project KPIs** and goals to **prioritise** pedestrian outcomes;
- Include quality pedestrian infrastructure as a **key output** of all development in both the public and private domain.



***and at the coalface....***

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A 10-year led across-government program  
***‘White Spot’/Walkable Streets/Walking Brisbane***  
(equivalent to the motor vehicle Black Spot program)  
adapting streets, roads and the public domain by  
responding to the question



***‘what would this place/precinct be like if the  
pedestrian experience really mattered?’***



***Make positive pedestrian experience a  
lived reality  
in Brisbane***

***Make Brisbane more than a walkable  
city, make it  
Australia's  
Walking City***