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Cycling and Programs Team  
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Attn: Cycling and Programs Team

## RE: QUEENSLAND WALKING STRATEGY

The Queensland Chapter of the Australian Institute of Landscape Architects (AILA) welcomes the opportunity to respond to the Queensland Walking Strategy 2019 – 2029. Walkability is increasingly being understood not just as a mode of transport but as crucial to an integrated approach to issues of health, obesity, air quality, and town and city planning. AILA commends the Queensland Government for aiming to improve the walkability across the state.

**AILA** is the growing national advocacy body representing over 3,000 active and engaged landscape architects, promoting the importance of the profession today and for the future. Committed to designing and creating a better Australia, landscape architects have the skills and expertise to solve macro issues with innovative integrated solutions. Landscape architects contribute leadership, creativity and innovation as they strive to collaborate to achieve better health, environmental, social and economic outcomes. From citywide strategies to the redesign of local parks, landscape architects are making places and spaces more sustainable and productive.

AILA advocates for the design of active transport as part of the urban structure, ensuring fully integrated network of travel modes to efficiently meet the needs of the community. AILA recommends that landscape architects be part of the policy and planning process to ensure that outcomes:

- meet the social and economic needs of the present without compromising future needs
- protect the environment, locally and globally in the short and long term
- enable safety and efficiency of the whole journey
- facilitate improved health and well-being through active travel choices

AILA's national position statements on [Future Street](#), [Healthy Communities](#) and [Active Travel](#) all examine how an integrated approach can be used to shape the health and wellbeing of a community. Landscape architects design streetscape and open space improvements that encourage people to be more active. Well-designed streets and open spaces reduce the barriers of people walking or riding, by providing well connected path and cycle networks.

There is a substantive body of research which suggests that the built environment influences health behaviours and health risks such as physical inactivity. It is well documented that use of public transportation and transit-oriented development with high walkability, and compact, mixed land use can offer many health benefits. These include increased physical activity (reduced BMI), better mental health and social capital, and reduced traffic emissions and traffic-related injuries.



In the preparation of the Queensland Walking Strategy, AILA encourages the government to focus on:

- Establishing planning decisions on data as well as community opinions and feedback – eg. monitored use of existing walkways, green spaces and facilities.
- Comprehensive community engagement- include strategies to ensure that people from all community circumstances are consulted.
- Design pathways to keep pedestrians safe – especially when sharing areas with cyclists and personal mobility devices. Pathways allocated for shared use need to generously accommodate all intended users. Inadequate planning of footpaths in shared areas can discourage walking due to safety concerns.
- Local authorities to determine requirements for the planning of walkway networks to integrate with established networks, improve connectivity and facilities for communities.
- Provisions to address the environmental/landscape/cultural integrity of special locations like national parks - protect from overuse or damage where facilities require upgrades to encourage usage and cater to all users.
- Establish specific roles/team within governments to work closely with areas of council care for parks and streetscapes and include an experienced landscape architect in such groups.
- Comprehensive policy to address and integrate s public transport, roads, existing networks, varied land uses and zones, safety etc.
- Broader planning to reduce the need for cars – Focus on improving public transport. Encourage localised commercial activity and facilities to reduce the need to people to travel to large commercial/retail centres.
- Trial vehicle free zones to selected streets in urban areas and implement permanently where feasible.
- Enrichment of places (place making) with lighting, signage, public art and street furniture.
- Integrating Technology – use of electronic devices for navigation and wayfinding, uber use, wifi use.
- Secure funding to increase and maintain user comfort and amenity across all urban/suburban/commercial zones - Increase street tree planting for shade and improve footpaths.

Well designed infrastructure can improve user amenity, convenience and safety, as well as improving environmental quality, support local community functioning and give expression to cultural identity. The key to achieving such multifunctional outcomes is the appropriate engagement of multidisciplinary design and management teams throughout the full project development lifecycle. By integrating safety, convenience and aesthetics with sensitive response to social, ecological and topographical conditions, good design strategies can provide locally distinctive solutions which offer multifunctional performance benefits.

Landscape architecture plays an important role in developing strategies to ensure the legibility, walkability and desirability of the public realm encourages a less car-dependent lifestyle.

We would welcome the opportunity to discuss further. Should you have any queries or wish to discuss, please contact Georgina Scriha, AILA Qld Chapter Manager on 0417 666 622 or [georgina.scriha@aila.org.au](mailto:georgina.scriha@aila.org.au).

Yours sincerely

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