

Responses/Recommendations of the TAMS

Responses	Timeframe	Priority	Responsibility
1. Walking and cycling is most convenient for short trips			
<p>1a Investigate potential solutions to improve pedestrian and cycle connectivity, particularly on key local roads at:</p> <ul style="list-style-type: none"> ■ Melbourne Street, north of Grey Street ■ Russell Street, between Grey Street and Merivale Street ■ Vulture Street and Stanley Street, near the Woolloongabba Cross River Rail and Busway stations. 	S	H	BCC
<p>1b Engage with the community, schools, universities and major employers to foster an active transport community culture that promotes and supports walking and cycling as desired modes of travel.</p>	S	H	BCC/State/ Feds/Industry
<p>1c Champion community ideas and projects that broaden and boost programs to educate road users about walking and cycling and cultivate good city cycling etiquette</p>	S	H	BCC/State
<p>1d Prioritise pedestrian and cycle movements at key intersections and along key travel desire lines to reduce pedestrian delays and provide crossing opportunities. Develop pedestrian models for the busiest locations.</p>	S	H	BCC
<p>1e Expand separated and off-road networks throughout Brisbane's inner south, prioritising safe and connected off-road facilities that are separated from vehicle traffic. Investigate opportunities to reduce conflict and separate walkers and cyclists where appropriate, for example on busy recreational and commuter routes.</p>	S	H	BCC
2. Accessibility for all			
<p>2a Identify suitable locations for the introduction of lower vehicle speeds by:</p> <ul style="list-style-type: none"> ■ Trialling the reduction of speed limits to 40 km/h in residential precincts at key locations across the study area ■ Piloting the reduction of speed limits to 30 km/h on selected residential streets in the study area 	S	H	BCC
<p>2b Continue speed limit reviews on key connecting roads and locations where there is high pedestrian and cycle activity and on roads in urban renewal areas.</p>	Ongoing	M	BCC
<p>2c In locations where a speed limit reduction has been identified, investigate and deliver changes to the surrounding urban environment to provide visual cues that match the new speed environment and reinforce positive driver behaviour. Changes may include improved public realm, signage, modifications to road design and landscaping.</p>	Ongoing	M	BCC
<p>2d Continue to plan, design and deliver improvements to key intersections to improve safety, increase efficiency and manage local congestion. In addition to infrastructure upgrades, attention should also be given to pedestrian signal times and reducing delays to pedestrians, as well as path improvements to facilitate pedestrian movements.</p>	S	H	BCC
<p>2e Incorporate smart pedestrian crossing technology into new and improved intersections and pedestrian crossings. The technology uses sensors to detect the movement of walkers and adjust the amount of time required to cross. Priority intersections include those with long crossing distances, high traffic and pedestrian volumes, those frequently used by mobility-impaired pedestrians and cyclists, and crossings near hospitals.</p>	S	M	BCC/State

2f Work with South Bank Corporation to monitor and improve safety at the southern approach to the Goodwill Bridge and make changes as necessary to reduce conflicts between pedestrians, cyclists and vehicles.	M	L	BCC/ State
2g Continue to implement treatments that improve personal safety at key destinations, public transport hubs and pathways through the application of Crime Prevention Through Environmental Design (CPTED) principles and better activation of areas at night. Treatments may include upgraded lighting, CCTV and passive surveillance, and well maintained public spaces.	M	M	BCC/State
3. Accessibility for all			
3a Assess parking and pick up / set down areas around key destinations and deliver improved facilities to cater for people with disabilities.	M	M	BCC/State
3b Publish enhanced mapping and transport information on accessible routes and facilities to assist people with disabilities to make informed travel decisions.	S	H	BCC/State
3c Assess pathways to key destinations, particularly transport hubs, to identify and prioritise treatments to enhance convenient and safe access for people of all abilities. Treatments may include removing obstacles, widening footpaths for wheelchair access, introducing tactile paving and pram ramps and providing seating.	M	M	BCC/State
4. Liveable neighbourhoods			
4a Support the local community to trial temporary closing of streets to motorised traffic for community activities.	S	H	BCC
4b Support the creation of an interesting and pleasant environment that allows increased access green space networks and the river.	S	M	BCC
5. Pedestrian and cycling bridges			
5a Investigate new strategic active transport crossings of the Brisbane River, including new pedestrian and cyclist connections between West End and Toowong, and West End and St Lucia.	M	L	BCC
5b Planning and decision-making for supporting public transport (ferry and bus) infrastructure and services as well as cycle infrastructure to maximise connectivity of the green bridges as part of a well-integrated transport system.	M	L	BCC/State
6. Easy to understand journeys			
6a Enhance wayfinding for residents and visitors between key destinations and public transport hubs through improved network legibility, information and signage:	S	M	BCC/State
■ Introduce neighbourhood / precinct maps at key transport hubs to help visitors find local destinations.	M	M	
■ Introduce neighbourhood / precinct maps at activity nodes and key intersections to help visitors find point of interest and transport hubs.	M	M	
■ Improve accessibility and wayfinding between South Bank Rail Station and South Bank Bus Station to create a seamless interchange experience.	L	L	State
■ Investigate measures to promote local travel options between the highly visited areas of the Cultural Centre, South Bank, Mater Hill, and West End precincts.	M	L	BCC/ State
■ Establish a common name for Park Road Rail Station and Boggo Road Bus Station.	S	H	BCC/State
6b Support the development of enhanced travel information apps, including ongoing improvements to the TransLink Journey Planner, as well as enabling third party app development via continued release of transport data.	S	M	State

7. Convenient and reliable public transport			
<p>7a Investigate and deliver upgrades to public transport infrastructure and fleets to improve operational performance, capacity, reliability and customer experience, including:</p> <ul style="list-style-type: none"> ■ Improved real time information on public transport via mobile notifications as well as on platform and in-service messaging ■ Customer-friendly, smart payment options and user-focused messaging ■ Ease of access and transfer between services ■ Expanded platform capacity at key busway stations particularly at Cultural Centre and South Bank ■ Expanded capacity of the Blue CityGlider (Route 60) service through the introduction of articulated buses ■ Enhanced priority for buses on key public transport routes and at congestion hot spots using technology and infrastructure improvements to facilitate faster and more reliable running times. 	S	H	BCC/State
<p>7b Work with UQ (St Lucia) to align public transport timetables with lecture schedules and late night / early morning classes.</p>	S	H	BCC/ UQ
<p>7c Explore opportunities for additional cross-town services using the Story Bridge to link destinations north and south of the Brisbane River.</p>	M	M	BCC/ State
<p>7d Work with Queensland Performing Arts Centre (QPAC) to identify opportunities to maximise patrons' use of public transport, such as free public transport travel included in ticket prices.</p>	M	M	State
<p>7e Provide improved pedestrian access to the Woolloongabba Cross River Rail station site from Woolloongabba Stadium, Logan Road/ Stanley Street businesses and the Mater Hill precinct.</p>	S	H	State/BCC
8. Direct commuter cycle networks			
<p>8a Investigate and deliver safe, high quality cycle infrastructure by continuing to review and complete the Principal Cycle Network in the study area, including:</p> <ul style="list-style-type: none"> ■ Missing links in the network ■ Improved cycle connection from Lower River Terrace from the V1 at Kangaroo Point to the Kangaroo Point Bikeway ■ A grade separated cycle connection integrated with the Cross River Rail Boggo Road station between the EcoSciences Precinct and the PA Hospital bikeway ■ Extending the Woolloongabba Bikeway along Stanley Street to Norman Creek and along Vulture Street to West End ■ Planning for connections to the proposed Kangaroo Point-CBD walking and cycling bridge. 	S	M	BCC/State State
<p>8b Incorporate technology at traffic signals along key cycle routes that better detects cyclists and/or provide the priority to cyclists to cross the road to improve the cycling experience at intersections.</p>	S	H	BCC
9. Efficient and reliable networks			
<p>9a Continue to develop and implement transport management technologies and intelligent transport systems to enable dynamic, real-time management of the network to maintain reliable operations, reduce the impacts of incidents, events and prioritise the movement of public transport.</p>	S	H	BCC/ State
<p>9b Work collaboratively with BCC, industry and key stakeholders, such as the Cultural Precinct, South Bank Corporation and emergency services to develop coordinated servicing strategies and manage cumulative impacts of major construction activity.</p>	S	H	BCC/ State

9c Refine existing Network Operating Plans to enhance emergency access to Queensland Children's Hospital, Mater Hospitals, and Princess Alexandra Hospital (PA Hospital).	M	M	State
10. A network responsive to comfort, needs and attitudes			
10a Work with key stakeholders to develop a precinct transport plan for the Mater Hill precinct, including the intersection of Vulture Street, Dock Street and Stanley Street to improve hospital access and increase safe movement for pedestrians and cyclists travelling through the precinct.	M	H	BCC/Mater Hospital/ State
10b Support South Bank Corporation to review the functionality of Grey Street and Little Stanley Street to deliver an enhanced pedestrian environment.	M	M	BCC/ State /SouthBank
10c Actively manage the increasing demand for on street parking by: <ul style="list-style-type: none"> ■ Reviewing the existing on-street parking locations and timeframes, balancing the needs of the local community. Outcomes may include peak period bike lanes, new and expanded disability parking, increased short-term parking, loading zones and pick up zones ■ Encouraging greater use of spare capacity in off-street parking to balance the benefits and impacts of parking on the local community. 	M	M	State
10d Expand and optimise pick up/set down areas around key destinations to support access via on demand services and for people with disabilities.	S	H	BCC
10e Develop corridor plans for the following key roads to review functional requirements and identify improvements that balance the needs of local and through trips, particularly at: <ul style="list-style-type: none"> ■ Montague Road ■ Stanley Street (east) between Vulture Street and Caswell Street ■ Vulture Street between Montague Road and Stanley Street (east) ■ Annerley Road between Ipswich Road and Stanley Street ■ Gladstone Road between Annerley Road and Vulture Street ■ River Terrace. 	S	H	BCC
11. Emerging transport modes and technology are embraced			
11a Monitor the outcomes of national trials and research initiatives (such as iMOVE) to identify emerging solutions available to improve the safety and movement of vulnerable road users, including interactions with vehicles that could be piloted within the study area.	M	M	BCC/ State
11b Build the regulatory framework to support the uptake of alternative modes of transport, such as electric vehicles and bikes and e-wheeling (such as motorised scooters and bikes).	S	H	BCC/ State
11c Support and pilot the development of Mobility as a Service initiatives.	S	H	BCC/ State
11d Explore ways to support demand responsive transport and ridesharing options in the area particularly in providing the first mile/ last mile of travel for integrated public transport trips.	M	M	BCC/ State

Timeframe S short term (4 years) M medium term (4-8 years) L long term (greater than 8 years)

Priority H high M medium L low

Responsibility BCC Brisbane City Council State State Government Feds Federal Government Lead agency in **Bold**