



Local government walking and cycling in 2020

MAV and VicHealth partnership

- A partnership has been established between VicHealth and MAV focused on initiatives to deliver immediate and long term shifts to increased walking and cycling
- MAV surveyed all Victorian councils in July 2020 to inform a proposed approach with a fantastic 85% response rate

Strategic Plans

- more than 80% of the respondent councils have some sort of plan, so clearly walking and cycling are now embedded into the thinking and decision making of the vast majority of councils
- And around 40% have a specific walking plan and 50% a specific cycling plan

When we look at the breakdown by sub-region, some of the trends that appear include:

- The majority of metro councils have a specific walking plan and around two thirds have a cycling plan
- Interface councils are more likely to have a sustainable transport plan
- 80% of rural and regional councils have plans that deal with walking, cycling or sustainable transport

Planned works

- More than 90% of councils are planning to deliver improved walking projects for their communities in the next year, with three quarters also delivering cycling projects
- More than 40% of councils are also planning speed limit reductions in high conflict areas, recognizing the safety and other benefits of reduced speed in those places
- Only 30% are planning behaviour change campaigns

One of the ideas that we will be exploring will be including an activation event and promotion to support new infrastructure delivery. Communication, activation and education programs that do not involve new asphalt and concrete can still be very appropriate and effective ways to deliver change.

Barriers

- The main barrier to doing more is money. 80% of councils said they would do more if they had more funding
- The next largest barrier was the external approval process, raised as an issue by half of the surveyed councils
- Around a third of councils responded that community opposition was a barrier



The differences between sub regions is quite distinct, particularly about approvals.

- For metro and interface councils, 80% to 90% raised external approvals as an issue while the comparable figure is only 20% for rural and regional councils
- That could be due to the complexity of projects and the competition for road or footpath space in metro areas
- Community opposition is also a much bigger barrier for metro councils, with more than two thirds raising that as a barrier to delivery
- Funding is an issue everywhere, although it falls into second spot for the interface councils
- There is a need for stronger leadership by State Government and the need for better planning and coordination within councils in some instances

Changes to planned works

- Just under half of respondents said they were planning to do more works
- Like the rest of the sector, there is the desire for more delivery to better support communities balanced with the reality of less revenue and increased budget demands.
- Only a small percentage, less than 15%, are planning trials and that seems to be an area of opportunity

Some of the notable differences in the sub-regions include:

- Most trials are being planned in the metro area
- Interface councils are most likely to be doing more
- Rural and regional councils are most likely to deliver on their budgeted commitments

MAV Priorities & actions

To respond to the survey results and deliver on the objectives of more people walking and cycling, MAV will focus on the following areas:

- Collaboration – working in partnership with a range of stakeholders and partners
- Funding – building the case for increased State and Commonwealth funding support
- Approvals – working with DoT to improve approval processes
- Online resource hub – develop an online resource hub to build council capability
- Behaviour change – providing advice and support to enable behaviour change

Further information

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