

# **Engaging children and young people in Walking and Riding**

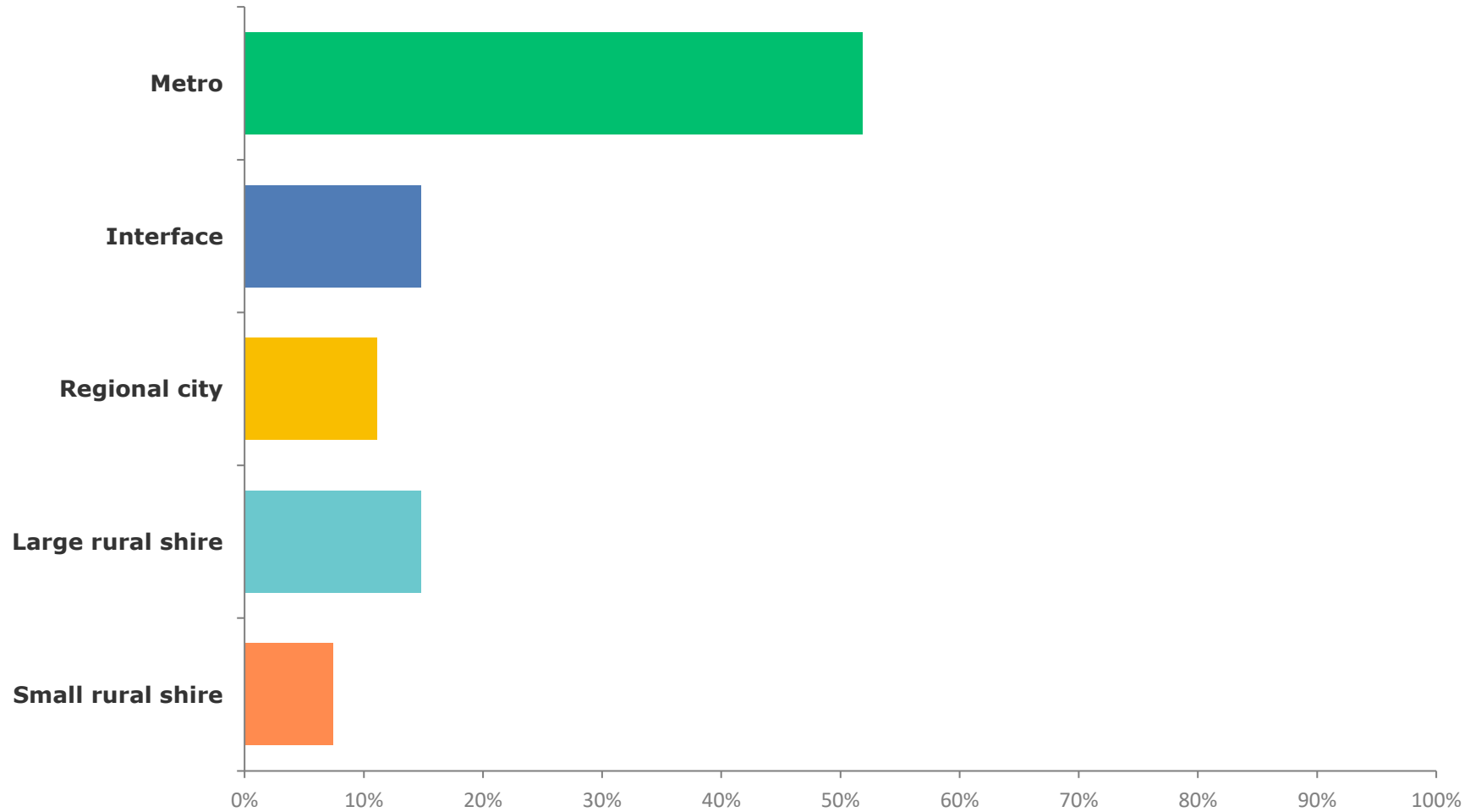
**VicHealth and MAV Walking and Bike Riding Partnership  
Phase 2**

**11 October 2022**

# Councils surveyed

## Just over one third of councils - reasonably representative

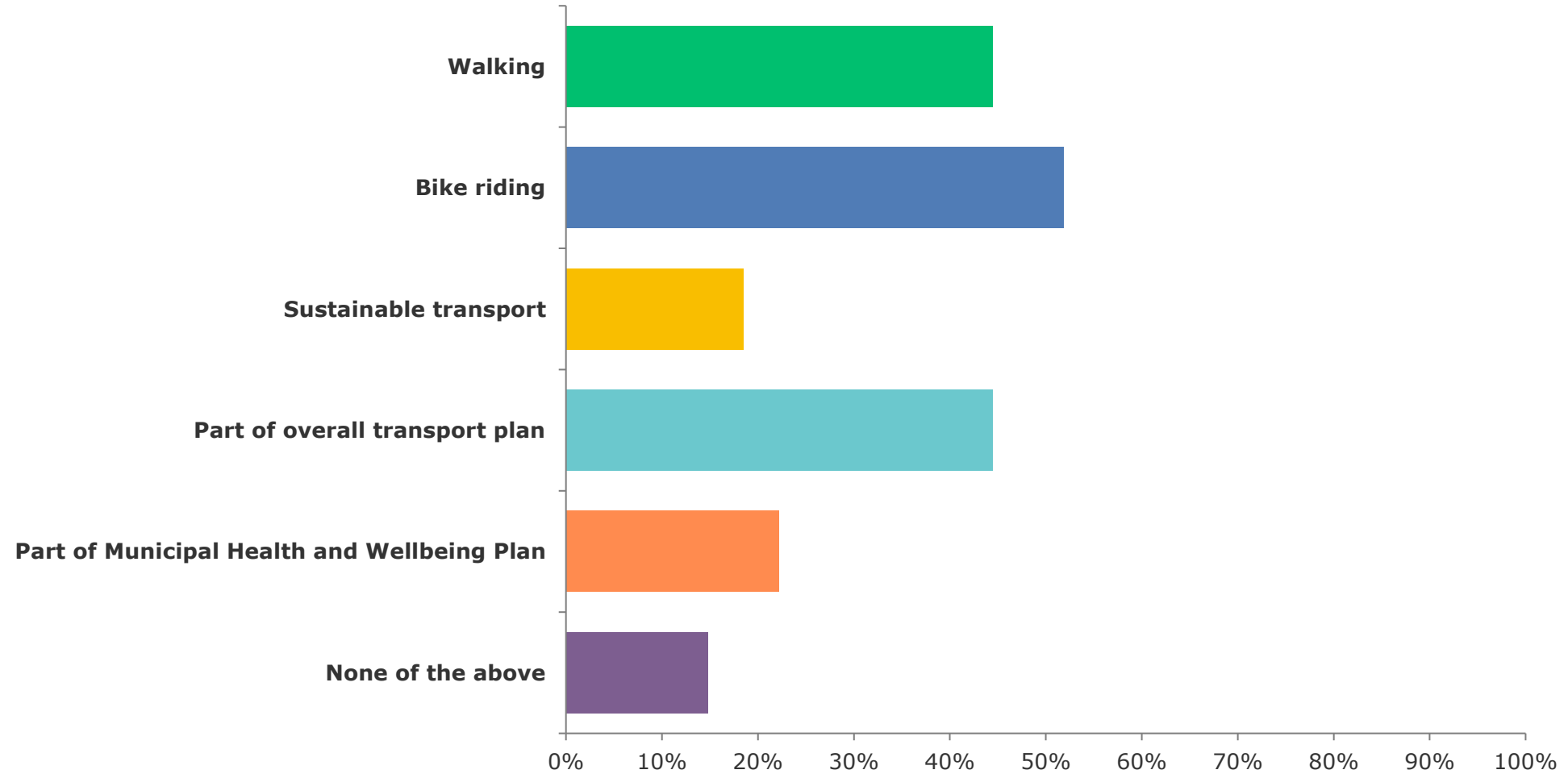
Answered: 27 Skipped: 0



# Has your council adopted a walking, bike riding or sustainable transport plan adopted?

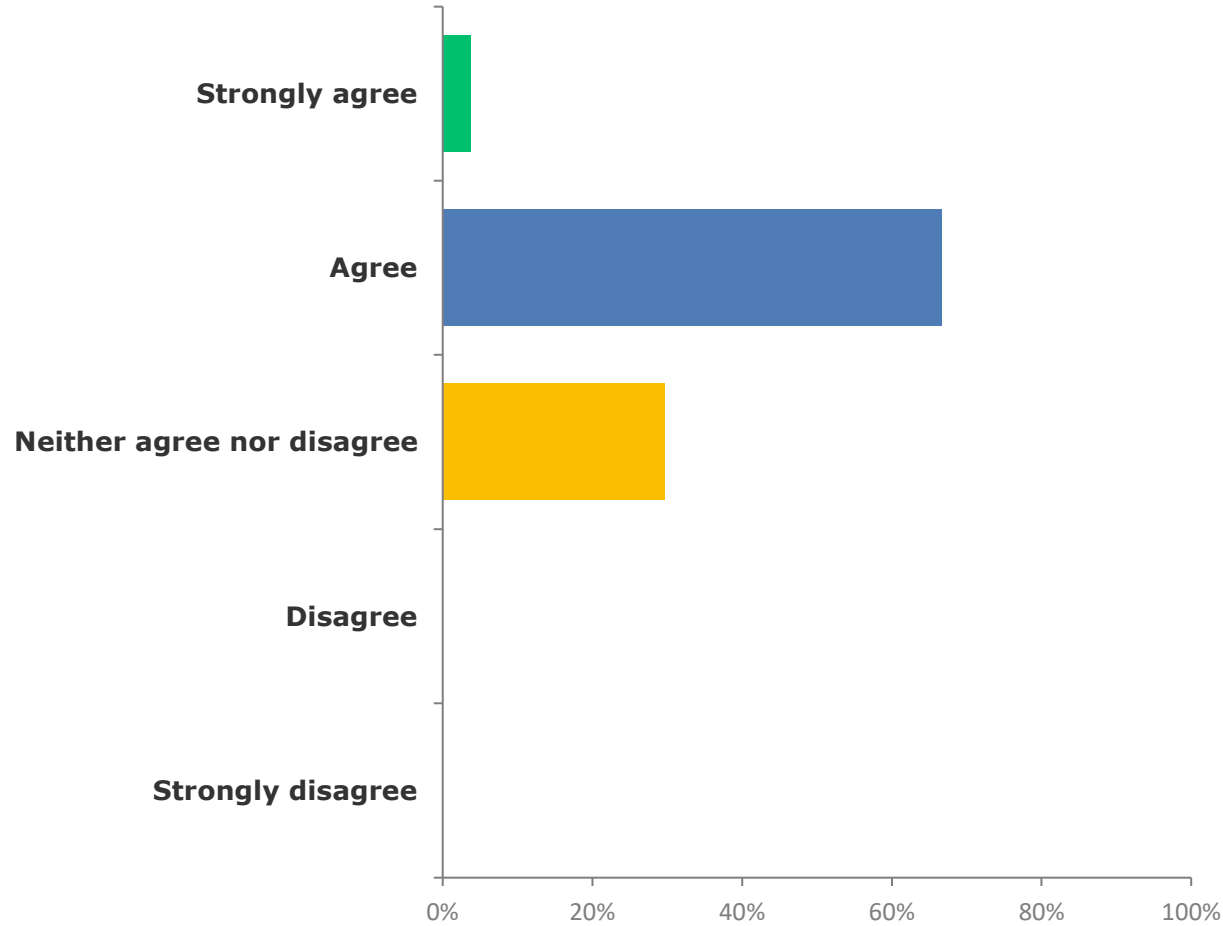
## No major changes 2022 to 2020

Answered: 27 Skipped: 0

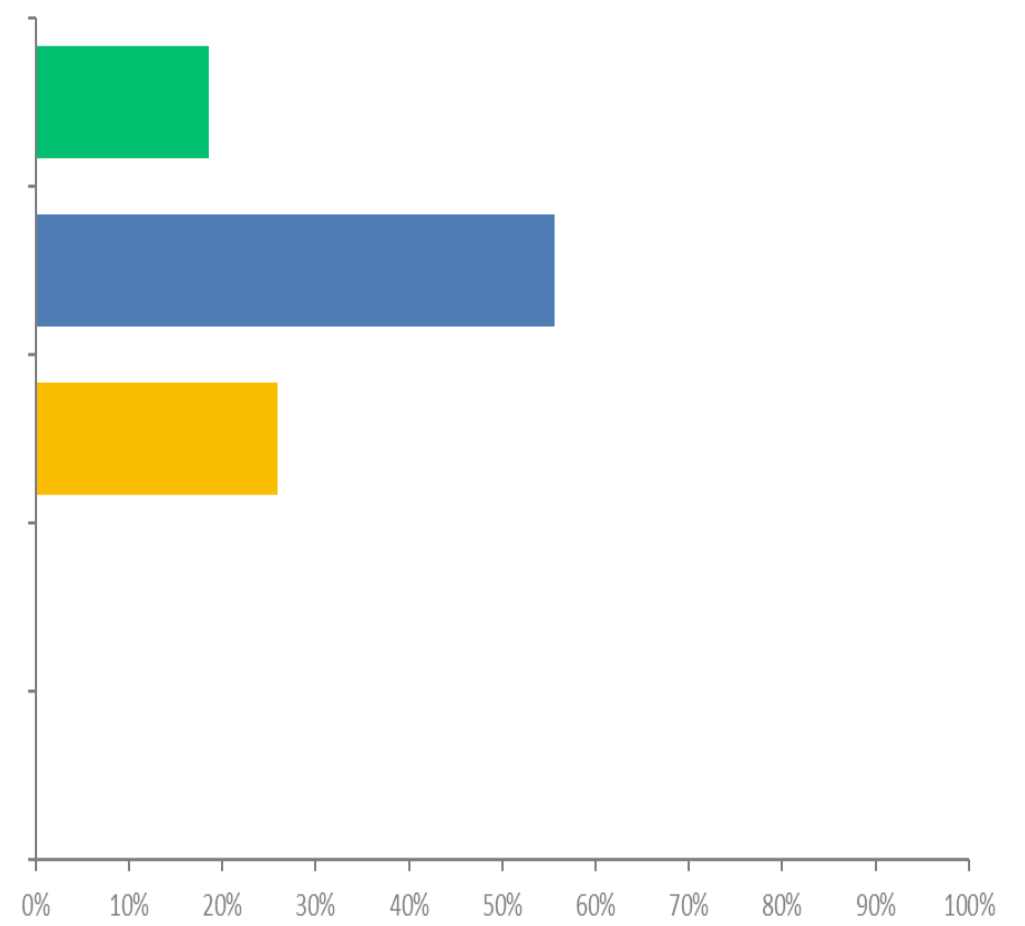


# Have you noticed an increase in demand for bike riding and walking since COVID impacts commenced?

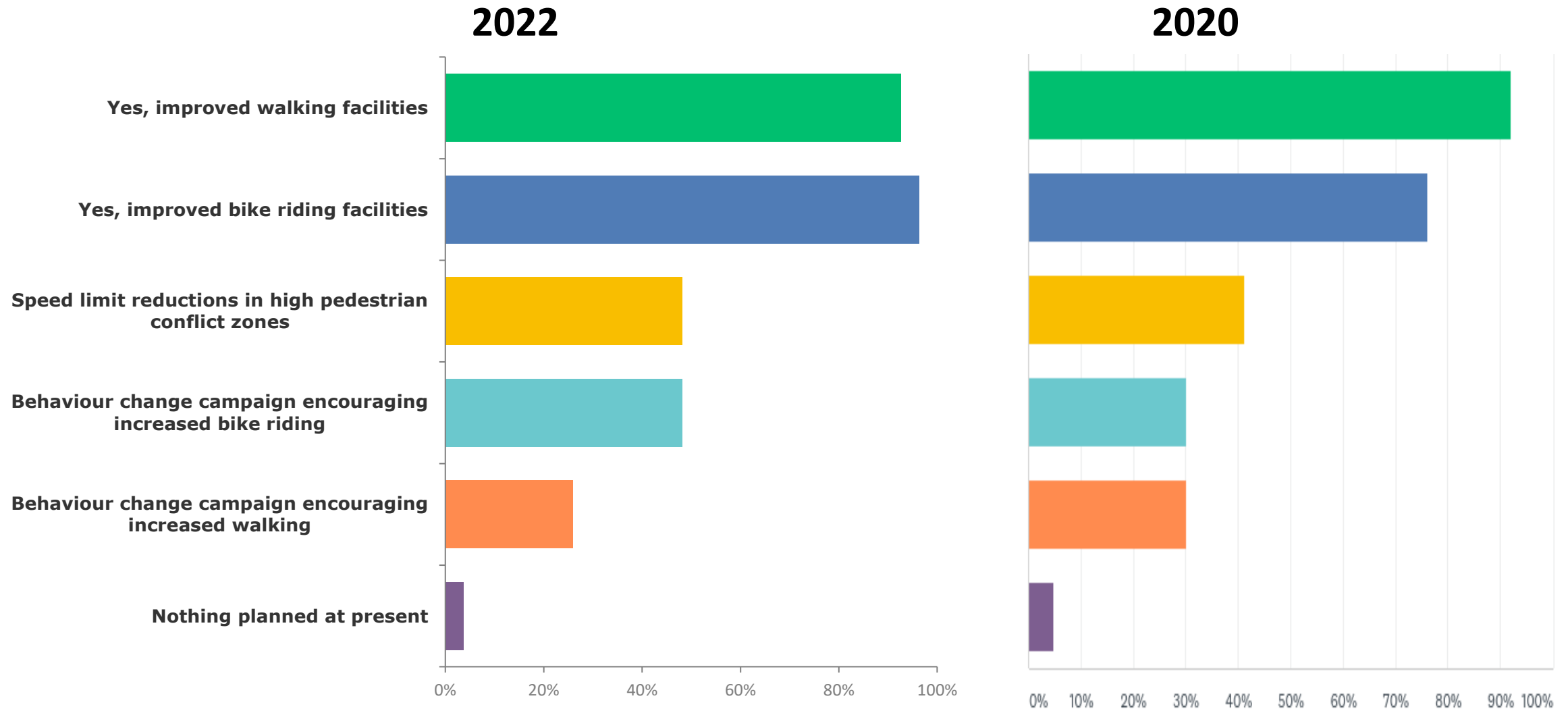
## Bike riding



## Walking

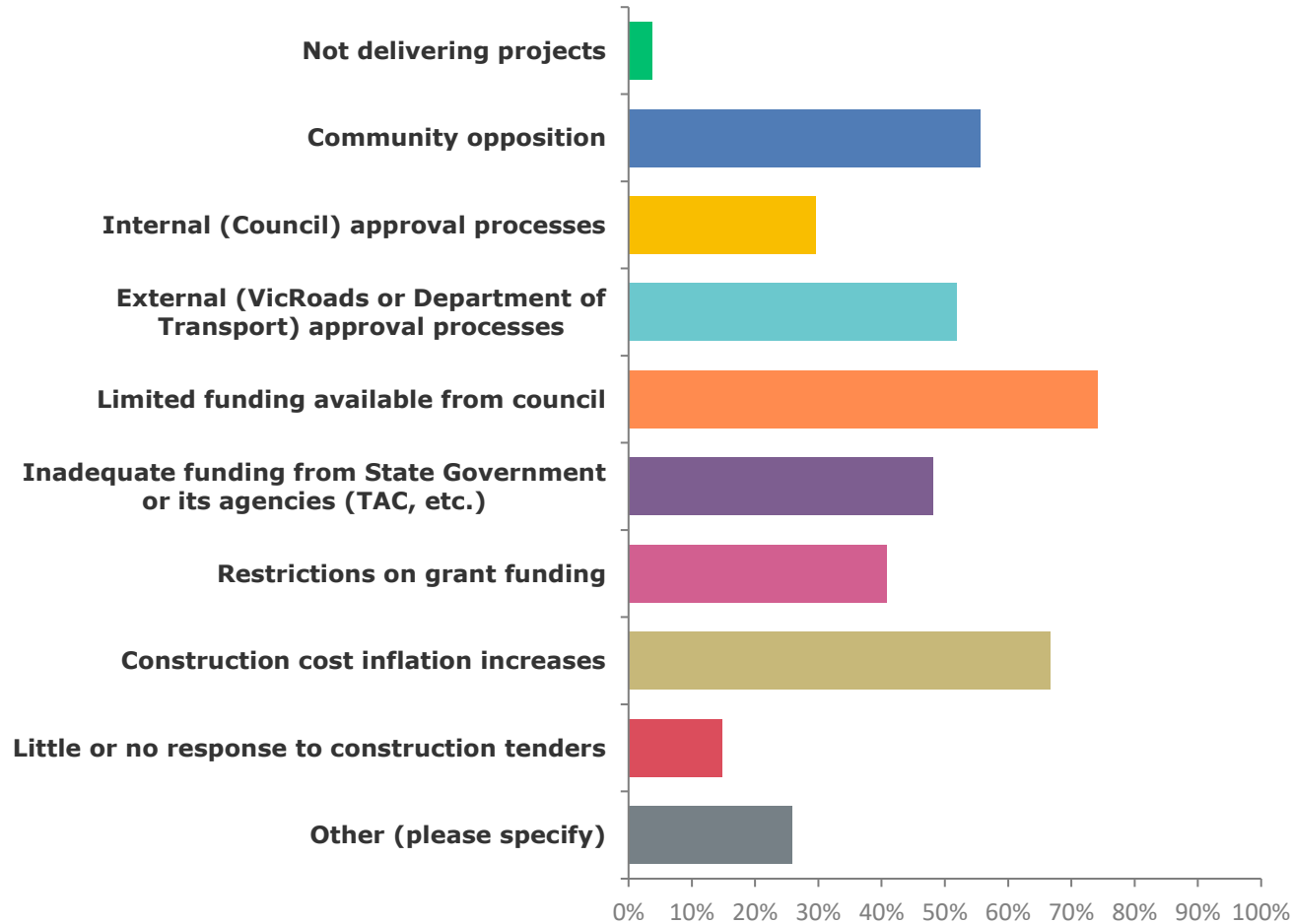


# Are you planning to deliver any walking or bike riding projects in the coming 12 months?

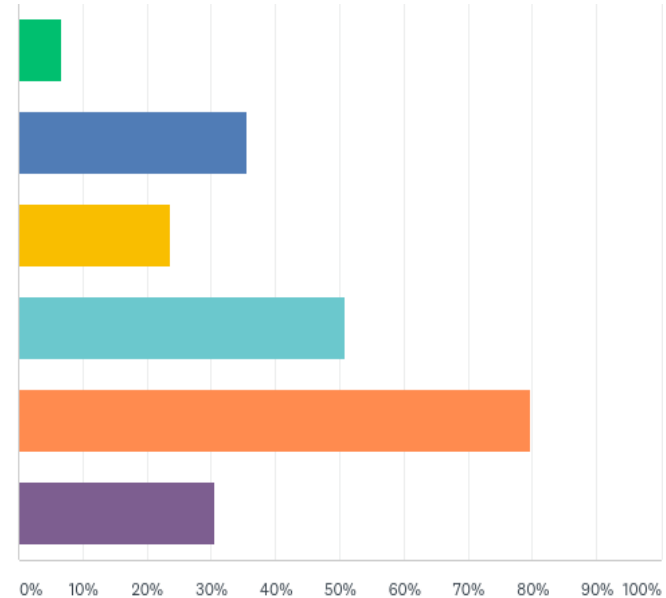


# If you are delivering walking and bike riding projects, are you encountering any barriers?

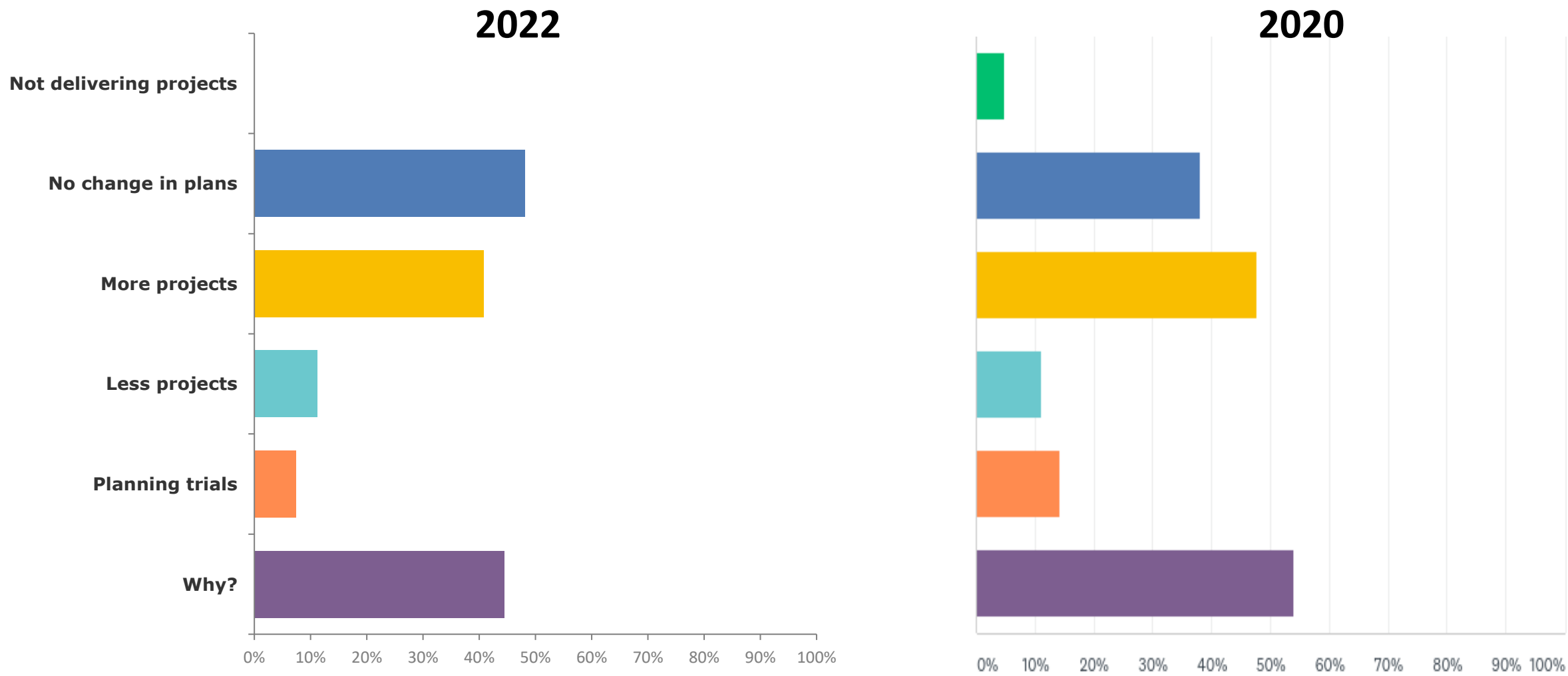
2022



2020



# Are you planning to deliver more or less walking and bike riding projects than you had planned 12 months ago?



# Reasons for more or less projects

## More projects

- Council has a current strategy or plan
- More Council staff available to deliver
- DOT commencing the pop-up bicycle lane project has lead to funding opportunities
- Climate emergency action commitments
- Council received State funding

## Less projects

- Reduced budgets and funding
- Difficulty attracting and retaining qualified and experienced staff
- Councillors are hesitant to deliver projects that change parking and traffic conditions



# Big Build integration

- Councils often advocate for increased walking and riding facilities, but outcomes are mixed
- There have been some good inclusions and facilities delivered
- The approach to partnership varies and there are significant missed opportunities
- Scope area is often limited and changes are difficult to achieve
- Shared use paths can be some of the early inclusions sacrificed if compromise required or funding inadequate
- Essential that opportunities to integrate, develop and improve walking and riding infrastructure projects as part of the scope of 'Big Build' are fully maximised and prioritised

## Summary comments on State Government actions

- Committing funds is the biggest challenge and opportunity.
- Insufficient resources to deliver the Strategic Cycling Corridors (SCC) network
- Encouraging safer speed limits. Valuable if 40kph on local streets became default limit and 30 kph easier to implement
- Extended time-frames to deliver projects
- State wide behaviour change program to encourage walking and riding
- Expand scope of Big Build projects
- Have available specific trail and/or community connection funding opportunities
- Address electric mobility devices (e.g. scooters) in regulations

## Summary comments on MAV actions

- Continue advocacy on increased funding and less restrictive grants
- Advocate for state leadership on walking strategy and infrastructure design advice
- Continue capacity building webinars and education materials