



# VICTORIA'S ACTIVE TRANSPORT PLAN

/ 2026



Department  
of Transport  
and Planning

# ACKNOWLEDGEMENTS

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## We proudly acknowledge Victoria's First Peoples.

We proudly acknowledge the First Peoples of Victoria and their ongoing strength in practising the world's oldest living and continuous culture. We acknowledge the Traditional Owners' lands, waters and skies on which we live and work and pay respects to their Elders past and present.



## Description of artwork

Aaron Duggan (Gunaikurnai) 'Movements Between the Five Clans' 2019, acrylic on canvas.

'The tracks are going between the five clans of the Gunaikurnai and the hands are the symbols of my spirit travelling around the campsites.'

This artwork was created through programs provided by the Torch. The Torch provides art, cultural and arts industry support to Indigenous offenders and ex-offenders in Victoria. The Torch aims to reduce the rate of re-offending by encouraging the exploration of identity and culture through art programs to define new pathways upon release.

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# VICTORIA'S ACTIVE TRANSPORT PLAN

## MINISTERIAL FOREWORD

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Active transport links between homes, schools, shops, employment, parks, and public transport hubs help shape vibrant, inclusive, and resilient communities. They foster social connection, support local economies, and make our suburbs and cities more liveable.

The Allan Labor Government believes every Victorian should have access to a safe and enjoyable active transport network that meets their daily travel needs and encourages healthier lifestyles.

As we developed Plan for Victoria, thousands of Victorians told us that better public transport and stronger walking and riding connections are essential to the future they want.

**The feedback was clear:  
active transport is not just  
a convenience, it's essential.**

That's why we've developed Victoria's Active Transport Plan, a forward-looking strategy that sets out the actions we'll take to build a state where walking and riding are not just possible but preferred.

This Plan is our roadmap to achieving a bold target: 25 per cent of all trips being active by 2030. It plays a critical role in delivering on our climate commitments and supporting broader priorities. Encouraging a shift to active transport is about more than just reducing emissions – it improves health, eases the cost of living, and reduces congestion on our roads.

Much of Victoria's active transport network lies on local government assets, with responsibility for ongoing care and management resting with Councils. This Plan outlines the Victorian Government's commitment to support active transport, and it sets out a framework to facilitate stronger partnerships between the State, Councils, and other industry partners to deliver real, lasting change.

The competition for road space in Victoria leads to significant challenges when we look at transport efficiency, accessibility, and making active transport improvements in our communities. There are many different needs and very limited space. This Plan seeks to address some of those challenges by identifying key existing Strategic Cycling Corridors and new Strategic Walking Connections, helping us make smart, evidence-based decisions about how we use our road space to prioritise safe and quality infrastructure.

It supports land-use settings outlined in the Train and Tram Zone Activity Centres program, helping more people live close to the places they need – schools, shops, childcare, and entertainment – so they can walk or cycle there safely and easily.

Through this Plan, the Allan Labor Government is embedding active transport in the design of our suburbs and regions so that walking and riding can be an easy, everyday choice for everyone.

▼ **Gabrielle Williams MP**

Minister for Transport Infrastructure  
Minister for Public and Active Transport



# EXECUTIVE SUMMARY

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Victoria's Active Transport Plan (the Plan) aims to get more Victorians using active transport to move around.

As our cities, suburbs and towns grow, it's crucial that we build environments that support active living, fostering healthy communities and promoting sustainable transport options.

The Plan will support Plan for Victoria's commitment to building well connected communities, close to public transport, employment opportunities, education and recreation.

The Plan highlights policies and strategies across government to support improved active transport connections, boosting walkability and rideability outcomes.

## What we aim to achieve

The Plan aims to remove key barriers to active transport by focusing not only on physical infrastructure but also behaviour change, integrated transport systems, and safety and accessibility for all.

By setting a unified framework for action, the Plan outlines how the Victorian Government will partner with local government and other key stakeholders to improve coordination, get more people to make more trips by active transport, and boost liveability.

The Victorian Government's vision is to create communities where walking and riding are accessible options and preferred choices for everyone, every day.



**64%**

of short trips under one kilometre are undertaken by walking, however, this drops to...



**30%**

for trips between one kilometre and two kilometres. Most trips undertaken by bike are less than three kilometres.



**25%**

We are aiming for 25 per cent of all trips to be made by walking or riding by 2030.

# Pillars

This Plan is built around the Victorian government’s vision for active transport in Victoria.

Five key pillars that represent priority areas that were identified by the community, and provide the basis for a comprehensive action plan aimed at making active transport a common component of everyday life, improving liveability, increasing transport options, and reducing car dependence.

The five pillars ensure active transport contributes to a more liveable, sustainable future



## Accessibility and inclusion

All Victorians have access to inclusive active transport options that meet the diverse needs of individuals and communities.



## Places and neighbourhoods

Well designed places and neighbourhoods enable walking and riding that support local connectivity and enhance community liveability.



## Integrated transport and safe street environments

Integrated transport and safe street environments enable everyone to walk or ride for short everyday trips.



## Health and wellbeing

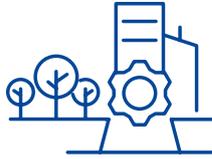
By improving active transport networks, we will provide more opportunities for people to be physically active.



## Climate response

Victoria is building climate-resilient places and networks that enable people to choose active transport to reduce emissions.

# Responses



## Improve planning and land-use settings



## Implement neighbourhood active transport networks

OUTCOME	<p>Embed active transport as a core component in the planning and delivery of thriving and liveable suburbs and towns.</p>	<p>Consistently adopt the implementation principles of attractive, safe and connected active transport networks to increase the number, diversity and frequency of people using active transport to meet their daily needs.</p>
RESPONSES	<p>Strategic planning to prioritise active transport movements when selecting site locations for key destinations such as new government schools, public transport interchanges and activity centres; with considerations to major barriers to active transport including busy roads and rail lines.</p> <p>Investigate options to deliver key local services and destinations early in greenfield developments so residents can meet daily needs close to home and rely less on cars.</p> <p>Support a diverse range of housing so that households of different types and sizes can live in well-designed, liveable neighbourhoods with good access to walking and riding.</p> <p>Precinct plans (including Precinct Masterplans, Precinct Structure Plans and Activity Centres) will prioritise current and future walking and riding connections to key destinations both within and beyond precinct boundaries when planning transport networks.</p> <p>Reforms to land-use sequencing will prioritise the early delivery of walking and riding connections.</p> <p>Walkability and rideability assessments will be required for large-scale developments, with developer contributions helping to address gaps in active transport networks.</p> <p>Review and update planning policies to better support environments that make walking and riding easier, safer and more attractive.</p>	<p>Introduce Neighbourhood Active Transport Networks to help shape future planning, investment and decision making. This will be supported by:</p> <ul style="list-style-type: none"> <li>- developing a clear prioritisation framework to guide investment in the strategic walking and riding networks with an early focus on filling gaps and creating a better connected, easy-to-use network for everyone</li> <li>- reviewing existing legislation and planning requirements to make sure they better support and protect the SWC and SCC networks into the future</li> <li>- developing signs and information to make it simpler and clearer for people to use and navigate our networks.</li> </ul> <p>Create attractive, well-connected walking and riding routes by:</p> <ul style="list-style-type: none"> <li>- supporting the use of transitional (short term) infrastructure changes to deliver safer, lower-cost networks that can be refined and made permanent over time</li> <li>- enhancing routes through more trees and greenery, better lighting and thoughtful placemaking to make streets more pleasant, safe and resilient to climate change</li> <li>- separating people walking and riding where there is, or is expected to be, high demand to keep everyone safe and comfortable</li> <li>- making walking and riding networks easier to use for people of all ages and abilities.</li> </ul> <p>Continue to create a safe environment and to support all users to make safe choices by:</p> <ul style="list-style-type: none"> <li>- exploring changes to laws and policies that reflect shared community responsibility for keeping people who walk and ride safe</li> <li>- prioritising safety outcomes when planning or delivering projects to better protect people who walk and ride, supporting the vision of zero lives lost on our roads by 2050</li> <li>- reviewing and updating construction management laws and guidelines so that impacts on walking and riding are better considered during future upgrades.</li> </ul>

The Pillars are supported by the Government’s strategic response which will guide the work to address these pillars. The responses are outlined in the ‘Responses’ section and include:



**Adopt a place-based approach to investment and interventions**



**Enable behaviour change through a systems approach**

OUTCOME	<p>Prioritise investment by targeting locations across Victoria with the greatest uplift potential to achieve our 25 per cent mode share commitments.</p>	<p>Address barriers to active transport through a whole-of-system response that aligns with the five pillars and supports behaviour change.</p>
RESPONSES	<p>Prioritise funding to target locations with the greatest potential to increase walking and riding and tackling disadvantage, including taking a place-based approach that reflects local needs and conditions.</p> <p>Partner with local councils to identify a number of precincts and demonstrate a place-based approach to active neighbourhood investment, targeting:</p> <ul style="list-style-type: none"> <li>– schools</li> <li>– key activity centres</li> <li>– public transport stops and interchanges.</li> </ul> <p>Embed active transport infrastructure connections as core scope in all Big Build and other major state infrastructure projects and prioritise the early delivery of active transport infrastructure as part of these projects.</p> <p>Work with local councils to identify opportunities to streamline their approach and timelines to deliver active transport infrastructure.</p>	<p>Target investigations to better understand barriers and opportunities for people and communities across Victoria who currently don’t choose to use active transport (e.g. school communities, university students, and residents of established suburbs) and recommended interventions for behaviour change.</p> <p>Work across government to better coordinate projects, policies and funding, using a place-based approach that reflects the needs and priorities of local communities.</p> <p>Clarify roles and responsibilities in planning, delivering and maintaining active transport infrastructure.</p> <p>Lead and work with partners to ensure active transport data is collected as part of all planning and projects to understand the needs and impacts of interventions for liveable neighbourhoods and better inform future interventions.</p> <p>Work with relevant partners to ensure design guidance and standards remain fit for purpose to promote positive active transport outcomes.</p>



# Victorian Active Transport Improvements: Existing and in delivery

## Delivering attractive, safe and connected networks to address key barriers to walking and riding by:

- addressing network gaps, upgrading crossing facilities, separated and/or protected bike lanes
- improving local connectivity and pedestrian and rider safety including to schools, shops, education, services, employment, parks and play
- integrating safer walking and riding paths with Victoria’s recreational trails.

## More than 410 kilometres of walking and riding facilities have been delivered with hundreds of kilometres still to come, including:

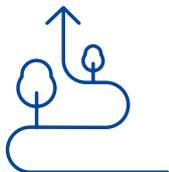
- improvements to riding networks across the State including improvements to off road paths and rail trails, on road bicycle lanes, crossings, shared paths, bridges and lighting, wayfinding and other safety improvements
- extensive improvements, including partnerships with most councils across the state, through road safety programs focused on eliminating serious and fatal injuries for pedestrians and cyclists
- pedestrian crossing upgrades and intersection improvement projects delivered across Metropolitan and regional Victoria, including in Warrnambool, Kilcunda and Bairnsdale





- the St Kilda Road Bike Lanes Upgrade Project delivered fully protected, accessible bike lanes along Melbourne’s busiest and most dangerous riding corridor
- transitional infrastructure delivered on bike routes in Darebin, Yarra, Moonee Valley, Maribyrnong and Port Phillip which will now be upgraded to make key routes permanent

- investing in our growth areas with significant investments from the Growth Area Infrastructure Contributions fund supporting extensive local network delivery as part of the development of new communities.
- significant improvements in Regional Victoria including Sturt Street Shared Path in Ballarat providing a safe, accessible route for walking and riding through the heart of the city and in Bendigo including the Mundy Street Corridor.

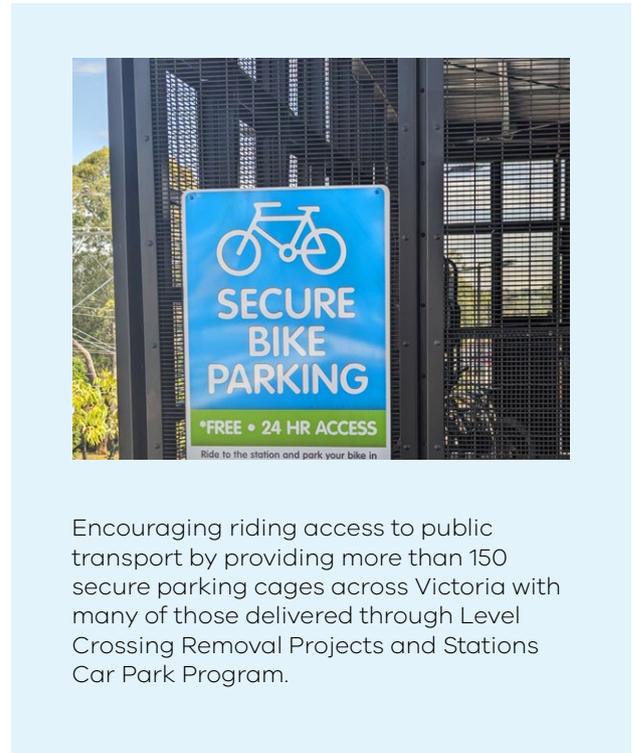


**OVER 410  
KILOMETRES OF  
WALKING AND  
RIDING FACILITIES**



## Creating safer conditions to attract more people across the State to walk or ride, including:

- giving councils flexibility to set appropriate speed limits
- introducing minimum passing legislation to improve safety for bike riders
- getting children safely to school via active modes through programs including the Kids Active Travel and the Safe Routes to School Programs
- working with local governments, as road managers and key partners in driving road safety, through the Safe Local Roads and Streets Program to fund and support projects that improve local road safety
- improving the safety of signals at urban intersections with high numbers of pedestrians
- using compliance and enforcement to target high risk behaviours on our roads
- delivering new signalised crossings, speed management treatments, upgrade traffic signal operations and many other safety measures across Victoria – local measures which make a big difference for people walking and riding.





# Embedding Active Transport into Major Projects

Every new major transport project – from North East Link to the Suburban Rail Loop – now includes new or upgraded infrastructure for walkers and riders.

Big Build Roads projects include active transport improvements with recent examples including:

- significant extensions to the active transport network including 14 kilometres with the Craigieburn Road Upgrade, eight kilometres with the Sunbury Road Upgrade, 10 kilometres with the Healesville-Koo Wee Rup Road Upgrade and three kilometres with the Bridge Inn Road Duplication
- fixing the Bogong High Plains Landslip re-opening this important location for more riders to enjoy the Victorian high plains
- the Western Roads Upgrade with over 50 kilometres of new walking and riding paths on 6 roads in the fastest growing parts of Melbourne – Truganina, Tarneit, Laverton North, Werribee and Wyndham – so more people can ride or walk to train stations, schools or shops
- currently providing improvements to walking and riding facilities in projects including Mickleham Road, Barwon Heads Road, Clyde Road, Epping Road, Ison Road, Pakenham Road, Thompsons Road and the Berwick-Cranbourne Road Intersection Upgrade
- we are planning for a significant number of major road projects including road widenings, new bridges and intersection upgrades across Melbourne and Regional Victoria which will provide key improvements for walking and riding as part of their scope.

## BOGONG HIGH PLAINS LANDSLIP



Reopening the road to support cycling tourism for the region

## WESTERN ROADS UPGRADE

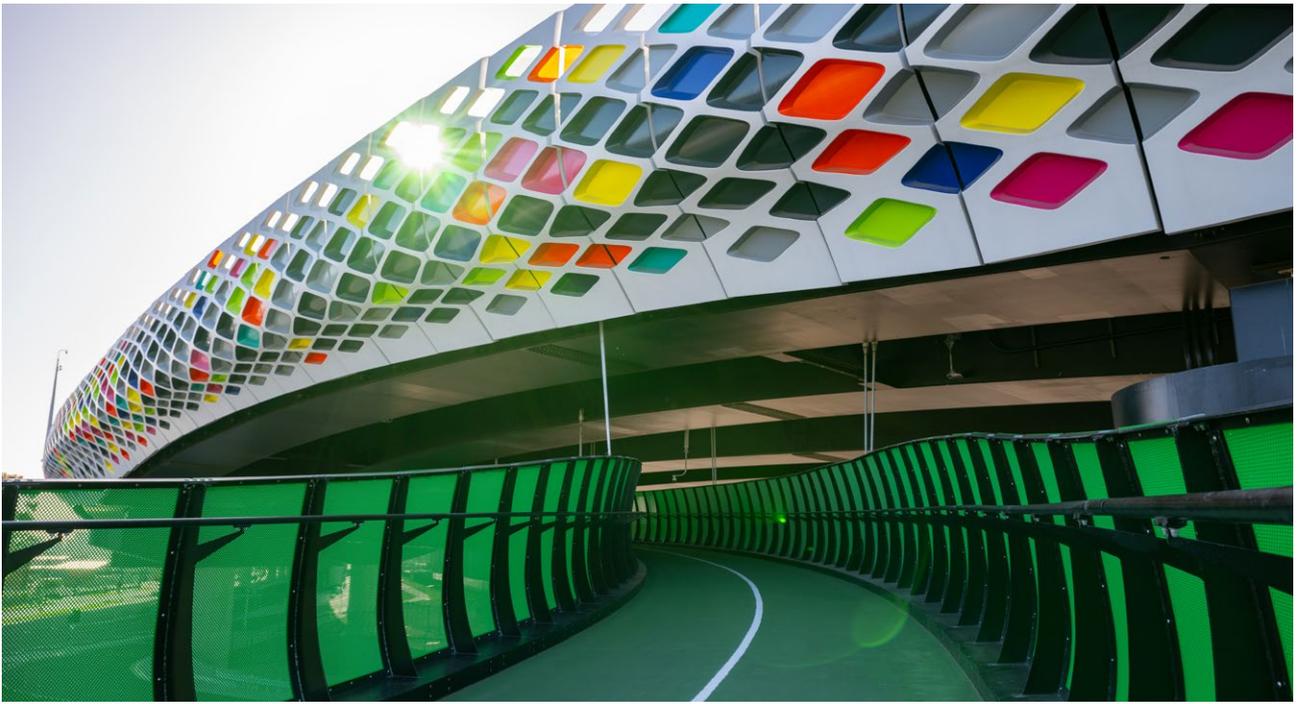


Connecting people with over 50 kilometres of walking and riding paths

## LEVEL CROSSING REMOVAL PROJECT



70 kilometres of new riding and walking paths



## 14 KILOMETRES OF NEW AND UPGRADED WALKING AND CYCLING PATHS

### The West Gate Tunnel Project

The West Gate Tunnel Project has delivered over 14 kilometres of new and upgraded walking and riding paths, making travel easier and safer.

- Missing links in the Federation Trail and Kororoit Creek Trail.
- The Dixon Veloway (cycling superhighway) over Footscray Road, for a safe express route to and from the city.
- Improved connections to popular trails.
- New paths over and under the West Gate Freeway.
- New off-road paths and bridges including a new walking and riding bridge along Dynon Road a bridge crossing over Footscray Road at Moonee Ponds Creek Trail (The Rainbow Bridge).



### North East Link

North East Link, Eastern Freeway Upgrades and M80 Ring Road Completion are delivering more than 34 km of active transport improvements.

- A new walking and cycling bridge over the Yarra River and 4.7 kilometres of new and upgraded paths will better connect the Main Yarra Trail in Fairfield with the Koonung Creek Trail in Balwyn North.
- A new green bridge over Bulleen Road to link Koonung Creek Trail to Bulleen Park, and a new walking and cycling bridge over the Eastern Freeway.
- More than 13 kilometres of upgrades to Koonung Creek Trail from Burke Road to Springvale Road including new underpasses at Bulleen Road and Doncaster Road and upgraded underpasses at Station Street and Wetherby, Blackburn and Springvale roads.
- New walking and cycling bridges at Estelle Street, Heyington Avenue and Eram Road to improve connections to Koonung Creek Reserve and parklands.
- A new walking and cycling bridge over Lower Plenty Road to new parklands at Borlase Reserve and new and upgraded paths along a 2 kilometres tree-lined boulevard for Greensborough Road.
- Upgrades to the M80 Trail, extending the Greensborough Bypass Path to Watsonia and new landscaped bridges at Elder Street and Watsonia Road for better connections to Watsonia Station and shops.
- New and upgraded underpasses at Yando, Kempston and Grimshaw streets and new walking and cycling bridges at Macorna and Nell streets.

## EXECUTIVE SUMMARY



### The Suburban Rail Loop

The Suburban Rail Loop (SRL) will support the delivery of more homes and housing choice where people want to live – on the doorstep of world-class public transport, services, jobs, schools, parks and cafés. The project will deliver active transport improvements such as:

- six new stations will feature almost 3500 bike parking spaces and 15 kilometres of new and upgraded walking and cycling paths in the broader station precincts
- Box Hill locals will ride along a brand new cycling path in a new linear park being built alongside Whitehorse Road – leading straight to the SRL station
- a spacious 3m cycle path will give Burwood locals a connection from Gardiners Creek Trail to Deakin University – with a safe crossing at Burwood Highway next to the SRL Station
- the existing Waverley Rail Trail will be linked to Glen Waverley Station, and there'll be a new path along Bogong Avenue and Myrtle Street
- new cycle paths in Clayton will link Lillian Street to the Monash Medical Centre, and the Djerring Trail will be upgraded
- Cheltenham cyclists will have a path along the Frankston rail line connecting across Bay Road and safe cycle lanes separated from the street leading to the SRL station from the west
- SRL is also planning for cycling links in the neighbourhoods surrounding each station as part of draft structure plans for each precinct.

### Level Crossing Removal Project

The Level Crossing Removal Project is creating more than 70 kilometres of new cycling and walking paths as part of level crossing removals.

- This includes more than 20 locations in recent years with local walking and cycling improvements. Significant improvements have been made to the Djerring Trail, Frankston cycling corridor, Greensborough to Eltham path and the Upfield path.
- These complement improvements along the Dandenong/Pakenham, Frankston, Glen Waverley, Hurstbridge, Melton, Mernda, Ringwood, Sandringham, Upfield and Werribee rail corridors.





# INTRODUCTION

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As our cities, suburbs and towns grow, it's crucial that we build environments that support active living, foster healthy communities, and promote sustainable transport options.

This Plan will support Plan for Victoria's commitment to building a state which provides choices and opportunities for current and future generations in quality housing, transport, employment, environment and connectivity.

As a community-led plan, Plan for Victoria is informed by the state's largest public engagement program ever undertaken. The Plan for Victoria team travelled to every corner of the state to ask Victorians what they love about where they live, and their vision for the future. Since February 2024, the engagement program has reached more than 110,000 Victorians.

This included more than 64 pop-up events, more than 20 primary and secondary school workshops, seven culturally and linguistically diverse workshops, workshops with people with disabilities and deliberative engagement with a representative group of 50 people from across Victoria.

**Better public transport, walking and riding connectivity was the top priority of people engaged, highlighting the key role neighbourhood active transport networks will play in creating a vibrant, accessible and connected Victoria.**

In this Plan, walking includes using mobility devices such as wheelchairs, walking aids and walking with prams. Riding refers to using micromobility devices including bikes, e-bikes, adaptive bikes, e-scooters and personal mobility devices for transport.



**THE VICTORIAN GOVERNMENT'S VISION IS TO CREATE COMMUNITIES WHERE WALKING AND RIDING ARE ACCESSIBLE OPTIONS AND THE PREFERRED CHOICES FOR EVERYONE, EVERY DAY.**





## STRATEGIC CONTEXT

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The Victorian Government is committed to fostering a productive, sustainable, inclusive and liveable Victoria. By working across key portfolios including transport, planning, housing, health, and education, Victorian Government agencies are supporting active communities and advancing sustainable transport as essential components of our state's strategic vision.

The Plan highlights government policies and actions that seek active transport improvements and brings them into an overarching strategy to guide and coordinate decision making and investment.

Associated policies, strategies and frameworks include the Victorian Planning Framework and legislative settings, the Movement and Place Framework, Australia's National Road Safety Strategy and the United Nations Sustainable Development Goals.

More information on the Plan's policy context can be found in **Appendix A**.

Councils play a critical role in enabling active communities as Victoria's walking and riding networks are primarily planned and maintained by local government. Local government strategies complement and reinforce broader state-level policies, setting the direction for targeted solutions to enhance active transport and promote walking and riding at the neighbourhood level.

# WHAT WE KNOW

## Victorians want active communities

Consultation in developing Plan for Victoria identified better public transport, walking and cycling connectivity as the number one priority. Better active transport connections to housing, education, shopping, recreation and public transport create more vibrant and social neighbourhoods, towns and cities where they can connect and thrive.

Active transport also provides many other benefits including improved physical and mental health and wellbeing, reduced greenhouse gas emissions and lower transport costs.

Many Victorians, however, face barriers that prevent them from frequently walking or riding for transport. Common barriers include unsuitable land use and a disconnected or poor-quality active transport network, societal attitudes, individual capabilities, safety concerns, ingrained behaviours and disconnected active transport planning.

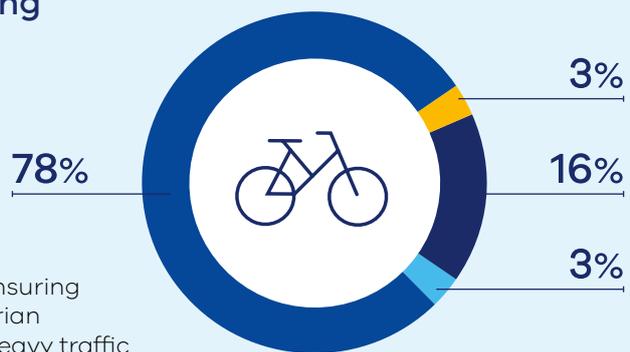
Many Victorians already choose to walk or ride for short trips, daily commutes, or recreation with Victorians walking 5.9 hours per week on average, and around 16 per cent of Victorians riding a bike each week.<sup>1</sup> Evidence from similar jurisdictions shows that when high-quality infrastructure is in place, coupled with well-targeted, supportive programs and initiatives, the number of people choosing active transport over driving increases.

Community attitudes show that many people are interested in bike riding, but have concerns that hold them back. Their concerns include the need to ride close to motor vehicles, especially on higher-speed and higher-volume roads or where conflicts are likely.<sup>2</sup>

### Community attitudes to bike riding

- Strong and fearless
- Enthusied and confident
- Interested but concerned
- No way no how

Walking and riding can be made attractive by ensuring there are safe and adequate paths and pedestrian crossings for all, with minimal interaction with heavy traffic and avoiding areas which feel unsafe or uncomfortable.



# 64%

OF SHORT TRIPS UNDER ONE KILOMETRE ARE UNDERTAKEN BY WALKING, HOWEVER, THIS DROPS TO...



# 30%

FOR TRIPS BETWEEN ONE KILOMETRE AND TWO KILOMETRES. MOST TRIPS UNDERTAKEN BY BIKE ARE LESS THAN THREE KILOMETRES.



# BARRIERS TO USING ACTIVE TRANSPORT

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The largest barrier to walking and riding is safety, specifically road safety and protection from vehicles. Other barriers include long travel distances, incomplete or unsuitable infrastructure, security concerns, and/or time constraints.

## Traffic stress

Sharing routes with heavy vehicles or navigating unsafe intersections can create stress for walkers and riders, especially in areas where roads are often designed for cars. The worst part of a trip may determine whether a person feels safe to undertake the trip at all. These barriers deter people who would otherwise choose to walk or ride for transport.

## Personal considerations

Security concerns are a significant barrier to people, especially women, choosing to use active transport, particularly outside of daylight hours.

Time constraints, lack of access to a bicycle and other personal circumstances increase the challenge for many to shift to active transport.

## Environment

Neighbourhood challenges, such as long transport distances, steep topography, or areas prone to flooding make active transport less inclusive as a transport option.

Additionally, weather conditions, including rain, wind, and extreme heat, are a deterrent for many potential walkers and riders.

## Infrastructure

While our investment in active transport in recent times has been positive for confident riders and walkers, there is a need to shift our focus to enable more people to choose these options as we grow. This will require increasing conversations about trade-offs with other transport outcomes including changes to traffic performance and on street car parking. A lack of priority crossings, poor visibility at night, paths mixing walkers and riders, and missing infrastructure act as barriers to people considering active transport and, in some instances, make it inaccessible for people living with disabilities, older people and children.

Infrastructure shortfalls reinforce cultural norms with many seeing walking or riding as slower, less practical or inferior to driving, particularly for daily commutes. For walkers, the lack of walking paths to create a permeable, fine-grained walking network in some neighbourhoods limits easy access to nearby destinations.

In low-density areas or where paths are indirect, distances can be too great to cover comfortably on foot. Long delays at lights or a lack of infrastructure to safely cross roads are a significant barrier to many people. Isolated routes and poor lighting also act as barriers for trips outside of daylight hours.

## Benefits of early interventions

Efforts to encourage active transport in childhood can have immediate and long-term positive benefits. Children and adolescents who walk or ride to school are shown to be more likely to meet recommended levels of physical activity, which boosts physical and mental health and improves academic performance.<sup>3</sup>



Transport habits in children are also likely to carry on into adulthood, meaning children and adolescents who walk or ride to school are more likely to use active transport as part of their day-to-day lives later in life.<sup>4</sup>



# WHAT WE AIM TO ACHIEVE

## The network

**Neighbourhood Active Transport Networks**, also known as webs, facilitate the concept of living locally, allowing people to access daily needs such as groceries, schools, public transport and recreational activities within their neighbourhoods. This approach not only reduces cost of living pressures and enhances convenience and quality of life but also contributes significantly to public health outcomes and environmental sustainability.

Neighbourhood Active Transport Networks overlap to connect different neighbourhoods and activity centres to each other through high-quality walking and riding links and connections to public transport stops which serve for longer journeys. As we create Neighbourhood Active Transport Networks (or webs), and they connect to form an active transport network, the number of places people can reach grows, making active transport more attractive. While most of the active transport network is the responsibility of local councils, some routes and links provide more strategic connections.

While all levels of government have a role in the planning of active transport networks, the strategic network will be the focus for the Victorian Government's investment and includes facilitating the implementation of:



### Strategic Cycling Corridors (SCC)

The key transport routes of the riding network that connect important destinations including the central city, major employment and activity centres, and other destinations of significance.



### Strategic Walking Connections (SWC)

Designated walking connections of state or regional significance which link into key destinations such as education, major activity and employment centres, and public transport nodes, or between neighbourhood walking networks across major barriers such as waterways, major roads, or rail corridors.



▲ Map 1: Example Neighbourhood Active Transport Network

- Strategic walking connections
- Local walking connections
- Strategic cycling corridors
- Local cycling corridors

## Reducing barriers

The Plan aims to remove barriers to active transport by focusing not only on physical infrastructure, but also on behaviour change, supporting integrated transport systems, and ensuring safety and accessibility for all.

## Enabling Victoria's 'thriving and liveable suburbs and towns'

By creating attractive, safe and connected environments for active transport, the Plan aims to make walking and riding an easy choice for people in their daily routines. This will help enhance the liveability of suburbs and towns, support healthier, more connected communities, and promote Traditional Owner culture, history and stories in landscaping and urban design.

## Delivering government's commitment to 25 per cent active transport mode share by 2030

By establishing a clear 'policy home' for active transport, the Plan demonstrates the government's determination to supporting a shift towards more sustainable, active modes of transport and to integrating this shift into broader urban planning, health, and climate goals.

## Facilitating local government and stakeholder collaboration

By setting a unified framework for action, the Plan supports collaboration across state and local governments, Traditional Owners, private developers, and community organisations for a future where active transport plays a key role in making Victoria a healthier, more sustainable and more connected place to live.

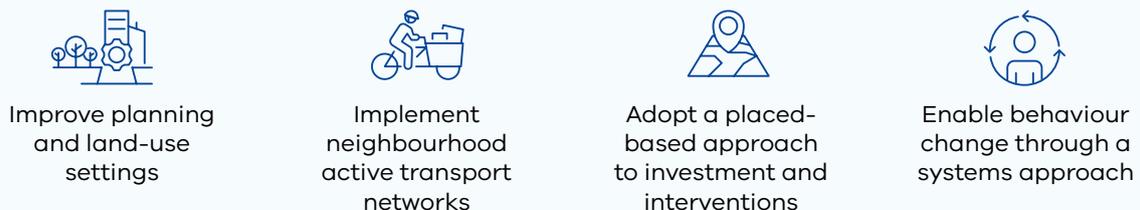
## Bringing together policies and actions across government

The Plan unifies policies and initiatives that promote active transport from across government departments, creating a coordinated strategy which streamlines decision-making and investments. By aligning active transport actions with key areas such as health, planning, transport, education, and sustainability, the Plan provides a cohesive framework that strengthens the state's ability to deliver integrated transport solutions.

The Plan has five key Pillars that represent priority outcomes to ensure that active transport becomes a common component of everyday life.



Addressing the key barriers identified and aims of the Plan are considered across our four Responses



To deliver against our Plan, actions have been identified under each Response and linked to the five Pillars

# THE FIVE PILLARS

This Plan is built around five key pillars that represent priority areas across the government to ensure active transport becomes an easy choice for all Victorians.

These five pillars provide the basis for a comprehensive plan aimed at making active transport a common component of everyday life, improving liveability, increasing transport options, reducing car dependency, improving public health, and building resilience in communities across Victoria.

The five pillars guide how we design our urban environments, invest in infrastructure and engage with the people who live and work in our cities, towns and neighbourhoods, ensuring active transport contributes to a more liveable, sustainable future.

The five pillars ensure active transport contributes to a more liveable, sustainable future



**Accessibility and inclusion**



**Places and neighbourhoods**



**Integrated transport and safe street environments**



**Health and wellbeing**



**Climate response**





## PILLAR 1: ACCESSIBILITY AND INCLUSION

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- ▶ **Aim:** All Victorians have access to inclusive active transport options that meet the diverse needs of individuals and communities.

## An accessible active transport network

Active transport should be accessible to everyone. A truly inclusive network provides safe and attractive infrastructure, enabling all Victorians to walk, ride, or use mobility devices with ease.

Addressing barriers such as narrow or poorly maintained paths, insufficient crossings, particularly over busy roads, railway corridors and waterways, and limited infrastructure for mobility devices will support individuals, particularly those living with disabilities, children and older people to use active transport.<sup>5</sup>

## Attractive settings and usability across different environments

Creating attractive and comfortable active transport routes supports liveable neighbourhoods by making walking and riding desirable choices. Traffic congestion in these areas will be reduced because there will be fewer cars coming and going.

When considering the type of paths it is important to understand the needs and concerns of different user groups. For example, providing paths for high speed cyclists will create both real and perceived safety concerns for walkers with mobility or other accessibility needs. Conversely, paths designed with regular stops or dismount requirements will discourage riders from using these facilities for transport purposes and deter people from riding altogether or push them into mix environments with traffic.

High quality paths or bike lanes, appropriate landscaping, rest stops, tree cover, and lighting make active transport routes accessible and appealing.

Mixed land-use and frequent safe crossings allow for direct, manageable routes, reducing transport distances and social barriers.

Separating walkers, riders and traffic in busy or high-speed environments improves safety and amenity. Providing clear wayfinding signage helps people know where they are and where they're going, promoting ease of movement within and between established and growing neighbourhoods.

## Safe and inclusive transport for all groups

Personal safety has an essential role in encouraging active transport, particularly for groups who may experience intersectional dimensions of inequality, including women, LGBTIQ+ individuals, young people, older people, people with disabilities and other under-represented groups.

These intersectional dimensions may further deter these groups from choosing active transport, reinforcing existing social inequalities in access to public spaces and resources.

Well-lit paths, clear sight lines, active and passive surveillance and vibrant street frontages contribute to real and perceived safety, making public spaces welcoming for everyone by reducing barriers to walking and riding.<sup>6</sup>

There are more than a million people in Victoria living with additional accessibility requirements, representing one in five Victorians.<sup>7</sup>

Amongst Organisation for Economic Co-operation and Development (OECD) countries, Australia has the greatest gender inequality for feeling safe while walking alone at night.

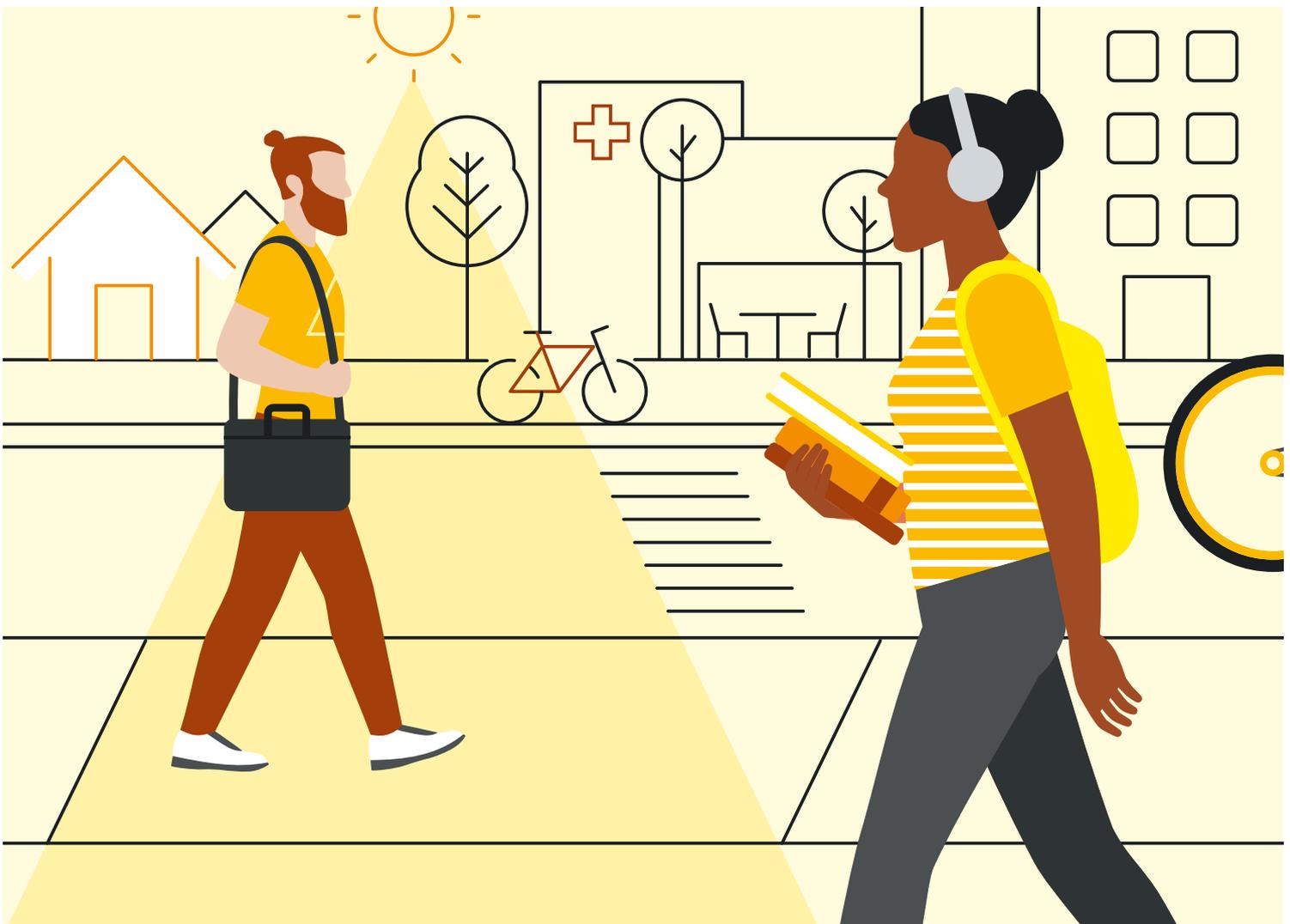
Men feel significantly safer than women. Only 54 per cent of women indicated they feel safe walking alone at night compared to 81 per cent of men.<sup>8</sup>



**1 IN 5**

**OF VICTORIANS  
HAVE AN ACCESSIBILITY  
REQUIREMENT**





## PILLAR 2: PLACES AND NEIGHBOURHOODS

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- ▶ **Aim:** Well-designed places and neighbourhoods enable walking and riding that supports local connectivity and enhances community liveability.



**Vibrant, walkable, and rideable neighbourhoods are essential to community wellbeing and economic prosperity.**

Victoria's places and neighbourhoods vary widely in their walkability, rideability, and access to active transport, reflecting differences in residential density, land-use diversity, and urban development patterns. Ensuring all Victorians can enjoy the benefits of active communities requires careful planning, integrated transport strategies, and context-specific responses.

## **Walkability, rideability, and liveability across Victoria's diverse neighbourhoods**

Established areas are typically more walkable and rideable with higher residential density, nearby amenities, and well-connected walking and riding routes. These settings allow people easy access to walk or ride to public transport, shops, and recreational areas, leading to lower car reliance<sup>9</sup>, a reduction in associated operating and parking costs, and healthier residents.

Increased walking and riding traffic translates to greater economic activity, as residents are more likely to spend time in their local areas, frequent nearby shops, and contribute to a prosperous economy.<sup>10</sup> Inclusive communities foster social interaction, a sense of connection with community and enhance physical and mental health.

In middle and outer suburbs and in our growing regions and towns, walkability and rideability often remains limited. These areas, shaped by car-dependent development patterns,<sup>11</sup> have fewer public transport options, greater distances between homes and destinations, fewer and less well-connected paths, and higher car ownership.

Safe and well-connected riding networks allow residents in lower-density suburbs to cover greater distances efficiently, providing an active, sustainable option for accessing work, school, and essential services.

Addressing walkability and rideability across Victoria can unlock significant benefits towards creating more equitable and sustainable neighbourhoods.<sup>12</sup>



## Active transport in action

In 2022 key infrastructure upgrades to improve local connectivity and pedestrian safety were completed along Merrivale Drive, Warrnambool.

This included raised wombat crossings, new pedestrian refuges, and upgraded walking paths, creating a safer and more accessible environment for residents.

These works were strategically designed to serve nearby communities, including Ingenia Gardens retirement village residents and Our Lady Help of Christians Primary School students, enabling safer and more convenient access to local destinations like Gateway Plaza.



The raised crossings help to slow down vehicle traffic while providing highly visible and secure crossing points for pedestrians.

The development program addressed long-standing safety concerns for vulnerable groups such as older residents and school-aged children who frequently use these routes.

The project exemplifies how well-designed infrastructure can create vibrant, connected communities by prioritising local movement needs.



The raised crossings help to slow down vehicle traffic while providing highly visible and secure crossing points for pedestrians.



## Integrated land use and transport planning

To create highly walkable and rideable communities, it's essential to integrate land use and transport planning through a place-based lens. This ensures neighbourhoods are designed with a focus on accessibility, multimodal transport options, and a diverse mix of destinations. By coordinating development sequencing, transport networks, and land-use strategies, communities can be built in ways that make active transport an easy choice for everyone.

For new and changing suburbs, thoughtful development sequencing can ensure essential infrastructure, such as well-connected paths, bike lanes, end of trip facilities (such as bike parking), and public transport options, are in place from the start. This may include reviewing and updating planning guidance and processes to prioritise early delivery of active and public transport infrastructure, alongside early residential and commercial development. Ensuring new schools and other services are located with links to active and public transport infrastructure is also key to enabling behaviour change.

These changes help to reduce car dependency, support active transport, and encourage healthier transport habits. In established suburbs, retrofitting street design, improving lighting, and creating safer crossings can transform existing environments, enhancing walkability and rideability to make active transport a convenient choice.

Working with Traditional Owners will also help create well-designed places that support active transport and reflect the area's cultural significance.



**COMMUNITIES CAN BE BUILT  
IN WAYS THAT MAKE ACTIVE  
TRANSPORT AN EASY CHOICE  
FOR EVERYONE**

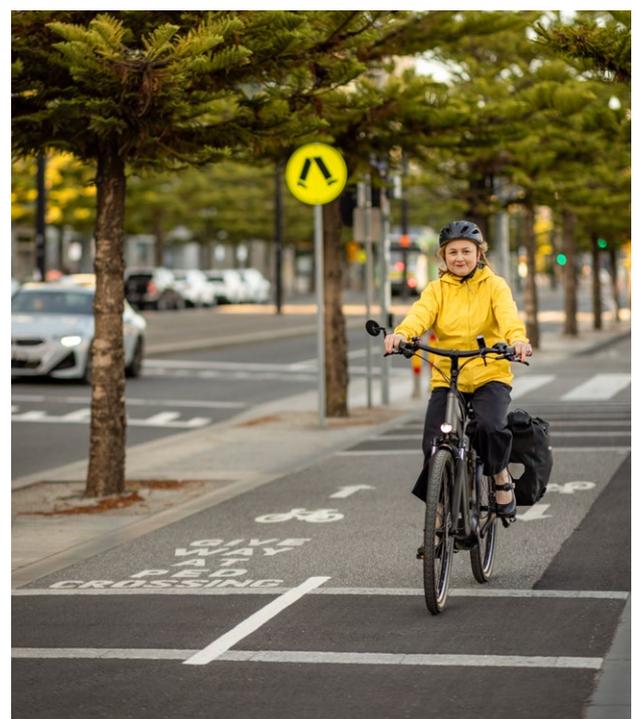
## Designing engaging active transport routes

The design and visual appeal of active transport routes play a role in encouraging people to walk or ride.

Creating green space, public art, attractive street frontages, and inviting public spaces encourage people to choose walking or riding for short trips, supporting local businesses and creating a more prosperous economy.

Enriching personal experiences through aesthetic features such as landscaping, rest areas, and interactive elements makes active transport an appealing alternative to driving, turning journeys into experiences that contribute to the social and cultural life of communities.

These enjoyable routes foster greater community interaction, enhance neighbourhood pride, and contribute to a connected local environment that benefits residents and visitors.



## Active transport in action

A 12 kilometres shared walking and riding path completed in 2018 in Melbourne's southeast has transformed the way communities connect and move.

Built as part of the Victorian Government's Level Crossing Removal Project, the Djerring Trail runs alongside the Cranbourne–East Pakenham rail corridor, featuring wide, well-lit paths, shaded rest areas, and dedicated crossings.

Landscaping, urban art installations, and direct access to new parks has created a vibrant, engaging environment making it both inviting and functional for people of all ages and abilities.







## PILLAR 3: INTEGRATED TRANSPORT AND SAFE STREET ENVIRONMENTS



- ▶ **Aim:** Integrated transport systems and street environments enable everyone to walk or ride for short everyday trips.

A well-connected active transport network – one that is permeable, well-maintained, and links seamlessly with Victoria's bus, train, and tram services – encourages more people to walk or ride for short everyday trips, fostering active living and reducing reliance on private vehicles.

## Creating vibrant and inclusive neighbourhood streets

Safe, thoughtfully designed streets are at the heart of vibrant communities. When streets prioritise walkers and riders, they transform into spaces that invite people to connect, shop locally, and enjoy their neighbourhoods.



### Active transport in action

A Strategic Cycling Corridor upgrade on Napier Street implementing a bicycle priority shared street was completed in 2021 with support from the TAC \$100m Safer Cyclist and Pedestrians Fund.

The installation of modal filters, signage and linemarking created a shared street for bikes and cars resulting in a calmer, safer trip for people on bikes. Napier Street now has one of the highest concentrations of female ridership on the network.

The *Safe System* approach, embedded within both the Movement and Place Framework and the Victorian Road Safety Strategy 2021-2030, emphasises that safety is a shared responsibility. Road system designers, vehicle manufacturers, and road users all have a role to play in creating safer transport environments. By designing streets and roads that minimise crash forces, especially in areas where walkers and riders are present, we can reduce road trauma and ensure everyone, regardless of how they travel, can move through their neighbourhoods safely and confidently.



The Victorian Government's \$157.5 million Road Safety Program, funded through a partnership between the Victorian and Australian governments, has delivered a suite of infrastructure upgrades aimed at reducing road trauma and creating safer, more equitable spaces for walking and riding.

Key projects include installing pedestrian-friendly crossings, widening and resurfacing footpaths, new shared-use paths, and upgrading lighting to improve visibility and accessibility for all users.

These projects not only enhance safety but also encourage greater active transport participation by fostering a sense of confidence and ease among users.

Early evaluations indicate a measurable reduction in crashes involving vulnerable road users and increased pedestrian and riding activity in upgraded areas.

## Designing safe streets for all users

Concerns about interacting with motor vehicles, high-speed traffic, and gaps in walking or riding infrastructure can discourage active transport. Creating safe, accessible paths, reducing vehicle speeds in high-traffic areas, and designing calmer streets that minimise interactions between pedestrians, bike riders and motor vehicles is essential to creating safer walking and riding environments.

The Victorian Road Safety Strategy 2021–2030 commits to the ambitious target of eliminating death from our roads by 2050, with the first step of halving road deaths by 2030.





**PEOPLE ARE WILLING TO WALK UP TO 400 METRES TO ACCESS A SUBURBAN BUS OR TRAM SERVICE**

## **Integrating active transport with public transport**

Active and public transport are interconnected, with most public transport users in Victoria accessing services by walking or riding. Improving walkability and rideability in areas around public transport hubs, including safe and convenient bike parking, improves accessibility and expands public transport catchment areas, encouraging higher usage.

Research shows that motivation to walk increases when the walking environment is comfortable, safe and direct.<sup>13</sup> This further supports the willingness to walk up to 400 meters to access a suburban bus or tram service, and up to 800 meters to reach a more frequent direct service such as train or express bus.

Well-connected walking and riding routes to public transport can reduce car dependency, lower congestion, and decrease emissions, while providing people with convenient and accessible transport options. By prioritising walkability and rideability around public transport, including cross connectivity, we can ensure more people are able to choose public transport and active transport for their daily journeys.

## **Facilitating short and long-distance riding through Strategic Cycling Corridors**

SCCs are essential routes that connect key destinations across the state, providing vital infrastructure for short local trips and longer regional journeys.

By prioritising SCCs, Victoria can support efficient, safe transport options that extend beyond local neighbourhoods, connecting people to work, schools, and recreational areas, encouraging active transport for a wider range of trips.

This vision aligns with Plan for Victoria's emphasis on inclusive communities, sustainable environments, and enriched personal experiences through safe, integrated transport networks.

Strategic Cycling Corridors have been mapped across Victoria's urban areas to provide certainty and guidance as we work with local councils to implement improvements for riders across the State. We will continue to work with local councils to review and update the mapping as appropriate.



## STRATEGIC CYCLING CORRIDORS ACROSS VICTORIA

Morwell – Traralgon



Ballarat



Bendigo



Geelong and Lara



Key: Strategic Cycling Corridors (SCC)

Primary route

Main route





## PILLAR 4: HEALTH AND WELLBEING

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- ▶ **Aim:** By improving active transport networks, we will provide more opportunities for people to be physically active.



We can significantly improve public health outcomes and foster healthier, more connected communities by making active transport an easy choice for all.

The Victorian Public Health and Wellbeing Plan 2023-2027 supports this ambition,<sup>14</sup> with 'Increasing active living' as a priority that highlights the importance of improved health and wellbeing through increased active transport use.

### Transforming everyday routines into healthier lifestyles

Walking to the shops, riding to school, or walking to a train station or bus stop incorporates physical activity into everyday routines.

These small, everyday actions can add up to substantial benefits, including improved heart health,<sup>15</sup> weight management, and reduced risk of diabetes.

Regular physical activity through active transport is also linked to better mental health, reducing symptoms of anxiety and depression, improving sleep, and boosting overall mood.<sup>16</sup>

Feeling safe and comfortable while using active transport enables people to engage more with their surroundings, interact with neighbours, and develop a stronger sense of belonging in their communities<sup>17</sup> reducing stress and enhancing emotional well-being.



**IN 2021, ONLY HALF OF VICTORIAN ADULTS MET THE MINIMUM DAILY REQUIREMENT OF PHYSICAL ACTIVITY NEEDED TO SUPPORT GOOD HEALTH.<sup>18</sup>**



**FOR CHILDREN AGED 5-12, LESS THAN HALF WERE PHYSICALLY ACTIVE FOR AN HOUR EACH DAY ACROSS THE WEEK, WITH PHYSICAL ACTIVITY AT A STEADY DECLINE OVER THE PAST DECADE.<sup>19</sup>**

## Building lifelong healthy habits in children

Active transport is an important contribution for the physical, mental, and social development of children.<sup>20</sup>

**At present, less than half of Victorian children aged 5-12 years are physically active for 60 minutes or more each day across the week.<sup>21</sup>**

Sedentary behaviours in children are shown to increase as children transition into adulthood.<sup>22</sup> Therefore, active transport options are crucial for fostering healthy lifestyle choices from an early age.<sup>23</sup>

Walking or riding to school helps children gain the physical exercise they need while building confidence, independence, and social skills. By offering child-friendly infrastructure such as well-lit walkways, safe crossings, and dedicated bike paths, as well as local, low-speed streets, we can create environments where children can safely explore their neighbourhoods and develop skills for independent travel, while supporting their cognitive and emotional development.<sup>24</sup>

Children's attitudes toward active transport are influenced by caregivers, family members, and peers. Role modelling positive behaviours, such as walking or riding together, can reinforce the importance of physical activity.

## Behaviour change to support active living

While infrastructure and land-use settings are key, achieving long-term shifts towards active transport requires sustainable behaviour change. Community programs, education initiatives, events, and public campaigns can raise awareness about the benefits of active transport, helping to reduce habitual car use and make walking and riding everyday choices. These programs should engage people of all ages, ensuring that active living becomes a reality for all Victorians.

Behaviour change programs are most effective when peoples' transport habits are receptive to change, this is usually during times of transition i.e. starting school, starting a new job or moving house, before car dependent patterns become entrenched.

Critically the breadth of these changes support Victoria's commitments under the National Agreement on Closing the Gap, particularly Target 1: Close the gap in life expectancy within a generation, by 2031.



**ENCOURAGING 30 MINUTES OF WALKING OR RIDING PER DAY CAN SIGNIFICANTLY REDUCE THE SOCIETAL COSTS ASSOCIATED WITH INACTIVITY, OBESITY, AND CHRONIC ILLNESS.<sup>25</sup>**



**PHYSICAL INACTIVITY WAS IDENTIFIED AS THE FOURTH LEADING RISK FACTOR FOR GLOBAL MORTALITY, CAUSING AN ESTIMATED 3.2 MILLION DEATHS EACH YEAR.<sup>26</sup>**





## PILLAR 5: CLIMATE RESPONSE

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- ▶ **Aim:** Victoria is building climate-resilient places and networks that enable people to choose active transport to reduce emissions.

Active transport is a key part of Victoria's strategy to reduce greenhouse gas emissions and create climate-resilient places. By making walking, riding, and other active modes easy to use, we can increase the number of trips and support Victoria's commitment to achieving net-zero emissions by 2045.<sup>27</sup>

The Victorian Transport Sector Emissions Reduction Pledge includes a commitment to boost the proportion of trips made by active transport from 18 per cent in 2021 to 25 per cent by 2030.<sup>28</sup> To achieve this, Victoria needs to shift about 1.2 million private vehicle trips per day to walking or riding, with the greatest opportunities being short trips up to three kilometres.



**25%**

**GREENHOUSE GAS  
EMISSIONS ARE  
CONTRIBUTED BY THE  
TRANSPORT SECTOR**

## Reducing emissions with everyday transport choices

Short trips make up a large proportion of daily transport and are where active transport can have the greatest impact in reducing emissions. Walking and riding are low or zero-emission transport options, and by creating connected, safe, and appealing networks, Victoria can encourage more people to choose active transport for their regular commutes and errands.

This shift will not only help meet Victoria's emissions reduction targets but will also cut traffic congestion, improve air quality, and contribute to healthier urban environments.<sup>29, 30</sup>

Achieving a 25 per cent active transport mode share by 2030 will require re-imagining our transport planning and investment to make walking and riding attractive alternatives to car transport for short day-to-day trips.

The transport sector contributes close to 25 per cent of Victoria's greenhouse gas emissions, meaning substantial transport emissions reductions are required to meet the net-zero target.<sup>31</sup>



## Designing climate-resilient active transport networks

As Victoria faces the impacts of climate change it's essential to create resilient active transport networks that withstand and adapt to these conditions.

Weather conditions, especially heat and extreme weather, heavily influence peoples' transport decisions, particularly when it comes to walking and riding.

Vulnerable groups such as older people, children, and people with disabilities are particularly affected by extreme heat, making it crucial to design transport networks that are accessible and adaptable to changing climate conditions.

Climate resilient active transport routes are designed to help mitigate the impacts of climate change, including extreme weather events such as storms, heat, flooding and wind. Climate-adapted infrastructure will be essential for ensuring active transport remains a viable option, even in challenging weather.

Resilient pathways and routes may include:

- shaded and sheltered pathways to protect against heat, rain, and wind
- shaded hardscaped surfaces to protect from heat including rest spots at suitable locations
- heat-resistant pavement materials that minimise reflective and absorbed heat
- flood-resistant design with adequate drainage to maintain usability during extreme weather
- protected natural features, like tree canopies, to provide cooling and comfort
- reintroducing suitable local native vegetation
- appropriate drainage to withstand prolonged periods of heavy rains, including sealing of paths to maintain accessibility during weather events.

## Adapting to a changing climate

Victoria's Climate Change Strategy 2026-30 and the Transport Sector Pledge 2026-30 outline the important role active transport needs to play in supporting Victoria's path towards net-zero emissions.

The Transport Sector Pledge is guided by the Avoid-Shift-Improve (ASI) framework. The ASI approach structures policy measures and is inspired by the principles of sustainability, focusing on the mobility needs of people instead of car infrastructure. It involves avoiding or reducing travel, shifting to more sustainable modes of transport and improving the efficiency of transport systems.

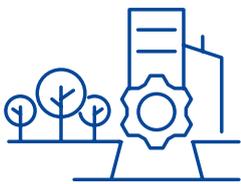
An effective way to reduce transport sector emissions is by avoiding car trips where possible. The Transport Sector Pledge supports taking action across land use planning and the transport network to reduce our need for private vehicle travel.

The Plan for Victoria and the Suburban Rail Loop will have a significant impact on travel patterns as activity centres are developed. These new activity centres will deliver homes nearer to everyday activities and public transport. They will increase local active transport trips, make public transport more attractive and reduce the distance to activities when cars are used.





## RESPONSES



### ▶ RESPONSE 1 Improve planning and land-use settings

Embed active transport as a core component in the planning and delivery of thriving and liveable suburbs and towns.

Active transport is best-suited to short trips, meaning suburbs and towns which feature diverse housing and fine-grained walking networks near key local destinations enable more people to choose active transport in their day-to-day lives.

For new and changing suburbs, thoughtful development sequencing can ensure essential infrastructure, such as well-connected paths, bike lanes, and public transport options, are in place from the start.

Reviewing and updating planning guidance and processes to prioritise early delivery of active and public transport infrastructure, alongside residential, retail and commercial development is essential to ensuring new schools and services are well-connected and support long-term behaviour change.

In addition to shaping long-term land-use planning outcomes, developments should be sequenced appropriately to ensure housing is not isolated from daily services.

## What we're doing

The government is committed to providing more housing close to key activity centres across the state as part of the Housing Statement. Plan for Victoria will also help integrate transport and land-use planning to support thriving and liveable suburbs and towns, in which liveable neighbourhoods will be a key component to promote active communities and quality of life.

Building upon these projects, the Plan will support Plan for Victoria and improve integrated land-use and transport planning outcomes by embedding improved active neighbourhood outcomes into the State Planning Policy Framework and update local planning schemes. The Plan will support the early delivery of activity centres within growth suburbs to help serve residents' daily needs. The government has also invested in improved data and digital systems that support better planning and land-use decisions, which will facilitate delivery of this response.

## How we're achieving this

Embed active transport at the precinct level into the planning scheme by:

1.1		Strategic planning to prioritise active transport movements when selecting site locations for key destinations such as new government schools, public transport interchanges and activity centres; with considerations to major barriers to active transport including busy roads and rail lines.
1.2		Investigate options to deliver key local services and destinations early in greenfield developments so residents can meet daily needs close to home and rely less on cars.
1.3		Support a diverse range of housing supply so that households of different types and sizes can live in well-designed, liveable neighbourhoods with good access to walking and riding.
1.4		Precinct plans (including Precinct Masterplans, Precinct Structure Plans and Activity Centres) will prioritise current and future walking and riding connections to key destinations both within and beyond precinct boundaries when planning transport networks.
1.5		Reforms to land-use sequencing will prioritise the early delivery of walking and riding connections.
1.6		Walkability and rideability assessments will be required for large-scale developments, with developer contributions helping to address gaps in active transport networks.
1.7		Review and update planning policies to better support environments that make walking and riding easier, safer and more attractive.

### Key: Five Pillars



**Accessibility and inclusion**



**Places and neighbourhoods**



**Integrated transport and safe street environments**



**Health and wellbeing**



**Climate response**



▶ **RESPONSE 2**  
Implement neighbourhood active transport networks

Consistently adopt the implementation principles of attractive, safe and connected active transport networks to increase the number, diversity and frequency of people using active transport to meet their daily needs.

Active transport networks should be attractive, safe, and connect high-quality network enabling walking, riding and micromobility as essential parts of an integrated transport system.

Active transport networks facilitate the concept of living locally, allowing people to access daily needs such as groceries, schools, public transport and recreational activities within their neighbourhoods.

This approach not only reduces cost of living pressures and enhances convenience and quality of life but also contributes significantly to public health outcomes and environmental sustainability.

Active transport networks are made up of webs that connect different neighbourhoods and activity centres to each other through high-quality walking and riding links and connections to public transport.

## Active transport in action

The Chandler Highway upgrade promotes active transport as a convenient and attractive alternative to car transport.

Safer riding and walking paths integrate with the Main Yarra Trail, with paths designed with accessibility and safety in mind that incorporates wide, smooth surfaces suitable for people of all ages and abilities, along with landscaping to enhance the natural beauty of the Yarra River area.

The development program focused on addressing long-standing safety and connectivity issues associated with the former highway configuration.

Careful planning ensured the new walking and riding paths feature passive surveillance, open and well-lit areas, and connections to key destinations like schools, shopping centres, and recreational spaces.

The landscaped surroundings along the Yarra River enhance the experience of using these routes, offering natural views



and shaded areas to protect users from sun exposure. Since completion, the upgrade has significantly improved access to the Main Yarra Trail, encouraging more people to choose active transport for both recreation and daily trips. This project exemplifies how investing in attractive, climate-resilient transport networks can reduce reliance on private vehicles, improve safety, and enhance the wellbeing of local communities.



## Active transport in action

Kilcunda pedestrian crossing upgrades providing connections to the shared path, beach, bus stop and activity centre.



## Attractive, safe and connected networks

Neighbourhood active transport networks must be attractive, safe and connected to address key barriers to participation and enable more people to choose walking and riding for daily activities.

- **Attractive** walking and riding routes are easy to use, direct, and make all people feel safe, welcome and included. They are accessible with good quality surfaces, enough space to travel comfortably and can be used by people of all ages and abilities. Attractive riding infrastructure accommodates different types of micromobility vehicles including adaptive-bikes and cargo-bikes. Attractive routes make people feel safe by featuring good passive surveillance and don't include areas where people might feel trapped or threatened.  
  
Attractive routes should also be interesting by connecting people with nature, providing good views or taking them through busy vibrant neighbourhoods. Attractive routes should minimise exposure to unwanted noise and pollution, be climate resilient, and provide shade and UV protection.
- **Safe** walking and riding routes keep walkers and riders safe from traffic, public transport and each other. Where walkers, riders and other vehicles share spaces, traffic volumes and speeds are managed appropriately. Where vehicle volumes or speeds are higher, active transport infrastructure should be physically separated from traffic with greater traffic risks dictating greater separation. Likewise, where pedestrian or rider volumes are high, these modes should be separated to keep all users safe and able to move appropriately.
- **Connected** active transport networks ensure people can take many different active transport journeys without facing significant barriers. Connected networks link many people to many places by building cohesive and comprehensible networks.

## Transitional infrastructure

Basic, low cost infrastructure can be a useful transition stage when introducing new active transport infrastructure, particularly where funding is constrained.

Transitional infrastructure can be delivered faster and at a lower-cost than traditional approaches. This enables connected networks to be built at a sufficient scale to facilitate behaviour change.

Transitional infrastructure can also be modified more easily than permanent infrastructure, allowing for design changes to be trialled that respond to user and community feedback in real-world settings before permanent designs are installed.

Seville, Spain, which is similar in size and scale to towns and local government areas in Victoria, demonstrates the value in providing connected networks, rapidly built at a sufficient scale. In the space of just a few years, Seville constructed a basic low-cost, connected riding network covering most of the city. In this time riding rates jumped from less than 1 per cent to almost 10 per cent of all non-work trips.

Where similar low-cost infrastructure was installed in the cities of Darebin and Yarra monitoring sites had high volumes of bike riders, ranging from 1,800 riders per week on Falconer Street to more than 8,000 riders per week on Napier Street. Given the short nature of active trips, a similar approach is proposed across Victoria's local neighbourhoods.

## What we're doing

The government is committed to expanding active transport networks and has delivered significant expansions and upgrades to networks across metropolitan Melbourne. This includes delivering new and upgraded walking and riding infrastructure at 110 sites across Greater Metropolitan Melbourne as part of the Level Crossing Removal Program.

The government is also delivering 34 kilometres of walking and riding paths as part of the North-East Link, 14 kilometres of new and upgraded walking and riding paths including a new veloway in Footscray, as part of the West Gate Tunnel Project, and is making significant contributions to improved walkability and rideability in outer suburbs through new active transport infrastructure and destinations delivered through the Growing Suburbs fund.

Building on these successes, the Plan aims to embed attractive, safe and connected active transport networks as a core component of planning and delivering integrated transport networks across the state. While most of the active transport network is on local roads, we will focus on strategic walking and riding networks:

- **Strategic Cycling Corridors (SCC)** – the “arterials” of the riding network, which join up important destinations including the central city, major employment and activity centres, and other destinations of significance.
- **Strategic Walking Connections (SWC)** – designated walking connections of state significance which link into and around key destinations such as activity centres, schools and transport, or between municipal walking networks over major barriers such as waterways, major roads or rail corridors.



**260 kilometres**  
OF WALKING AND RIDING  
PATHS DELIVERED AS PART  
OF VICTORIA'S BIG BUILD

## How we're achieving this

2.1



Introduce Neighbourhood Active Transport Networks to help shape future planning, investment and decision making. This will be supported by:

- developing a clear prioritisation framework to guide investment in the strategic walking and riding networks, with an early focus on filling gaps and creating a better connected, easy-to-use network for everyone
- reviewing existing legislation and planning requirements to make sure they better support and protect the SWC and SCC networks into the future
- developing signs and information to make it simpler and clearer for people to use and navigate our networks.

2.2



Create attractive, well-connected walking and riding routes by:

- supporting the use of transitional (short term) infrastructure changes to deliver safer, lower-cost networks that can be refined and made permanent over time
- enhancing routes through more trees and greenery, better lighting and thoughtful placemaking to make streets more pleasant, safe and resilient to climate change
- separating people walking and riding where there is, or is expected to be, high demand to keep everyone safe and comfortable
- making walking and riding networks easier to use for people of all ages and abilities.

2.3



Continue to create a safe environment and to support all users to make safe choices by:

- exploring changes to laws and policies that reflect shared community responsibility for keeping people who walk and ride safe
- prioritising safety outcomes when planning or delivering projects to better protect people who walk and ride, supporting the vision of zero lives lost on our roads by 2050
- reviewing and updating construction management laws and guidelines so that impacts on walking and riding are better considered during future upgrades.

### Key: Five Pillars



**Accessibility and inclusion**



**Places and neighbourhoods**



**Integrated transport and safe street environments**



**Health and wellbeing**



**Climate response**





### ▶ RESPONSE 3

## Adopt a place-based approach to investment and interventions

Prioritise investment by targeting locations across Victoria with the greatest uplift potential to achieve our 25 per cent mode share commitments.

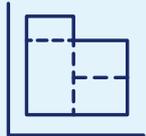
The short but dispersed nature of most active transport trips lends itself to a place-based approach to building networks around activity centres and other key trip generators.

There is also a need for widespread uplift for areas that currently have limited transport options and where improved conditions can help tackle disadvantage, while contributing to mode shift targets.

Across Victoria there is a large spatial variation in access to liveable neighbourhoods which closely correlates to other measures of social, health and economic disadvantage.

A place-based approach will differ depending on the land use and investment context in which it is occurring.

The Plan identifies four distinct settings – encompassing both metropolitan Melbourne and regional Victoria – for responses which each have their own context for investment and interventions:



### 1. Greenfield

New residential areas where the land-use planning and transport infrastructure are being developed from non-urbanised land.



### 2. Places of change

Existing urban areas undergoing transformational change with increasing residential populations, busier activity centres and employment clusters, including Victoria's Priority Precincts. These places of change must adapt their existing transport networks and stitch into surrounding urban areas.



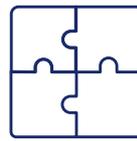
### 3. Established suburbs and towns

Existing urban areas which are expected to grow and change incrementally.



### 4. Major projects

Areas surrounding major infrastructure investments such as schools, sports and recreational facilities, hospitals, rail and road upgrades.



**These four distinct settings require different approaches based on their existing settings and future potential:**

## 1. Greenfield and 2. Places of change

Greenfield and places of change settings require an integrated land use and transport response. In such locations, key active transport infrastructure should be built early to enable transport options and manage congestion by avoiding over-reliance on motor vehicles. There is a need within greenfield areas to develop housing and transport infrastructure alongside local services, such as shops, schools and public transport services. Whereas in places of change, many of these basic elements exist but are not positioned to adequately cater for substantial growth and often form barriers to liveable neighbourhoods. In both these settings, these challenges are further complicated by different land-owners' staging of development, which can impact walkability and rideability during the transitional stage.

## 3. Established suburbs and towns

Within established suburbs and towns responses are more transport focused as land-use settings are well-established. In these settings, the focus will necessarily be improvements to active transport infrastructure, addressing key barriers and facilitating behaviour change. It's important to note that while these areas are less likely to see significant uplift in population, the majority of Victorians will live in established suburbs and towns in coming decades. These areas comprise a large proportion of Victoria and therefore we need to be smart and more innovative in our approach to providing more active transport options. This will include using a transitional approach to infrastructure delivery supported by behaviour change initiatives.

## 4. Major projects

New schools, hospitals or large housing developments result in significantly more journeys being made within a local area. Similarly, major transport projects such as new rail stations or major road projects can significantly change how people move across and within new or existing suburbs and towns. Embedding active transport into the core scope of these projects allows the government to leverage project investment to support liveable neighbourhoods. By prioritising early delivery of active transport links that support major projects active transport habits can be formed early as people start to use new facilities and infrastructure.

## Active transport in action

Victoria's Big Build and Level Crossing Removal Project demonstrates how a place-based approach can transform infrastructure investments into opportunities to enhance active transport networks and community connectivity. This multi-billion-dollar program has removed more than 88 level crossings across Melbourne, creating safer, more efficient road and rail networks. The project has also delivered significant new walking and riding paths.

By aligning land-use planning with transport investment, the project has encouraged active transport use while reducing congestion and improving road safety. The addition of high-quality walking and riding paths not only provides alternative transport options but also links neighbourhoods, schools, and local destinations, fostering more liveable communities.

These upgrades highlight how major projects can serve as catalysts for broader urban regeneration, improving cross connectivity and promoting active transport throughout Melbourne.



## What we're doing

The government is committed to delivering vibrant liveable communities where active transport plays a key role in supporting transport options and enhancing liveability. Through the Housing Statement and Plan for Victoria, the government is setting the blueprint for increasing access to housing, jobs and public transport in and around key activity centres. The Plan will support this work by supporting the development of active transport networks that enhance the liveability of these suburbs as they adapt to future needs.

Due to the highly localised nature of most active transport trips, it's vital to build local active transport networks around key destinations. To support this, the government, led by DTP, will identify a number of precincts to partner with councils to demonstrate and refine a place-based approach to active neighbourhood investment. These precincts will leverage transitional infrastructure to deliver lower-cost networks which can be upgraded and made permanent over time. Precincts will be prioritised to tackle transport disadvantage and opportunity for the greatest uplift in active transport mode share.

The government is setting the blueprint for increasing access to housing, jobs and public transport in and around key activity centres.

### How we're achieving this

3.1		<p>Prioritise funding to target locations with the greatest potential to increase walking and riding and tackling disadvantage, including taking a place-based approach that reflects local needs and conditions.</p>
3.2		<p>Partner with local councils to identify a number of precincts and demonstrate a place-based approach to active neighbourhood investment, targeting:</p> <ul style="list-style-type: none"> <li>- schools</li> <li>- key activity centres</li> <li>- public transport stops and interchanges.</li> </ul>
3.3		<p>Embed active transport infrastructure connections as core scope in all Big Build and other major state infrastructure projects and prioritise the early delivery of active transport infrastructure as part of these projects.</p>
3.4		<p>Work with local councils to identify opportunities to streamline their approach and timelines to deliver active transport infrastructure.</p>

### Key: Five Pillars



**Accessibility and inclusion**



**Places and neighbourhoods**



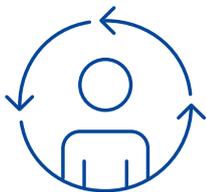
**Integrated transport and safe street environments**



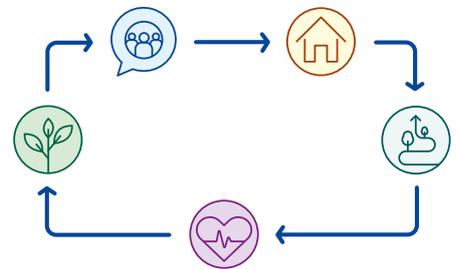
**Health and wellbeing**



**Climate response**



▶ **RESPONSE 4**  
 Enable behaviour change through a systems approach



We'll address barriers to active transport through a whole-of-system response that aligns with the five pillars and supports behaviour change.

This involves influencing positive transport behaviours and attitudes, and delivering walking and riding environments that are safe and inclusive for all Victorians.

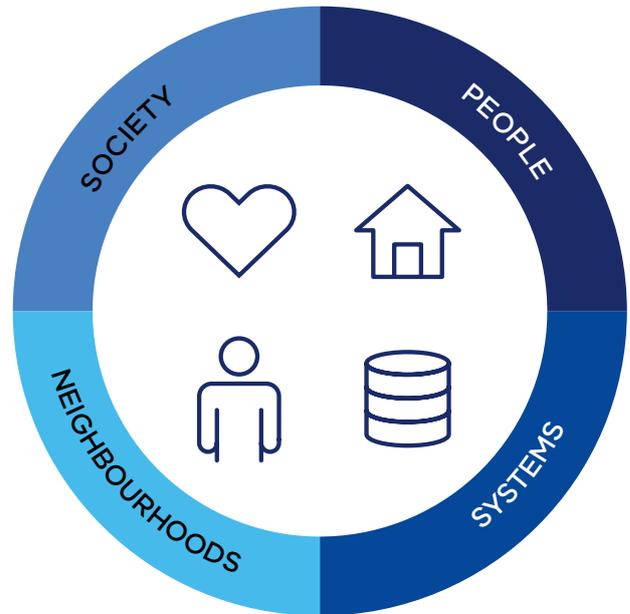
The systems approach response highlights the importance of greater collaboration and coordination across government agencies,

and with local governments and the private sector, to ensure walking and riding are prioritised in our policies, planning, operations, infrastructure and communications. This will leverage limited funding to deliver broader and higher impact community outcomes facilitating community behaviour change.

## A systems approach to behaviour change

This approach is based on the 'systems approach to physical activity' developed by the Australian Prevention Partnership Centre.

Further details regarding the range of policy options available to government to deliver this whole-of-system response is in **Appendix B**.



### Society

Enable positive shifts in social norms, attitudes and behaviour towards walking and riding.



### People

Focus on individual transport habits to support positive shifts in attitudes and behaviour towards walking and riding.



### Neighbourhoods

Reshape the built environment, including homes, transport, community places and spaces, to improve walkability and rideability.



### Systems

Enact system changes that enable funding and delivery of projects and initiatives.



## Active transport in action

The Wyndham Active Travel Schools initiative is an innovative systems approach to tackling traffic congestion, road safety, and physical inactivity among school communities in Melbourne's fast-growing outer suburbs.

The initiative supports and empowers twelve local schools to develop tailored school travel plans, identifying barriers to active transport and strategies to address them. Each school's plan is aligned with broader council strategies, ensuring efforts to boost active transport support long-term health and wellbeing objectives for children and families in the region.

**Key activities within the initiative include:**



**Addressing infrastructure gaps, such as safe crossings and bike storage facilities, through capital works.**



**Establishing an active transport network where schools share resources, strategies, and experiences.**



**Brokering partnerships with organisations like Bicycle Network and Victoria Walks to connect schools with valuable resources, programs, and expertise.**



**Cultivating active transport leaders who advocate for and sustain active transport initiatives.**



Active transport participation has increased among staff and students, with one Wyndham school achieving statewide recognition from Bicycle Network Victoria for the highest active transport rate in the state (65 per cent) over two consecutive terms.

## What we're doing

We will work closely across government to coordinate actions and investment, and work with local councils to deliver on these actions and implement this system-wide approach. We will also consult and work with our relevant stakeholders and partners.

A continued focus on coordination between stakeholders will deliver a better, integrated transport network and enable more people to walk and ride.

## How we're achieving this

- |     |  |   |
|-----|--|---|
| 4.1 |  | <p>Target investigations to better understand barriers and opportunities for people and communities across Victoria who currently don't choose to use active transport (e.g. school communities, university students, and residents of established suburbs) and recommended interventions for behaviour change.</p> |
| 4.2 |  | <p>Work across government to better coordinate projects, policies and funding, using a place-based approach that reflects the needs and priorities of local communities.</p>  |
| 4.3 |  | <p>Clarify roles and responsibilities in planning, delivering and maintaining active transport infrastructure.</p>  |
| 4.4 |  | <p>Lead and work with partners to ensure active transport data is collected as part of all planning and projects to understand the needs and impacts of interventions for liveable neighbourhoods and better inform future interventions.</p>   |
| 4.5 |  | <p>Work with relevant partners to ensure design guidance and standards remain fit for purpose to promote positive active transport outcomes.</p>  |

### Key: Five Pillars



Accessibility and inclusion



Places and neighbourhoods



Integrated transport and safe street environments



Health and wellbeing



Climate response

# WORKING TOGETHER AND MEASURING OUTCOMES

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The Victorian Government, local councils, the development sector and not-for profit organisations, such as Victoria Walks and Bicycle Network, and other industry stakeholders, all have a role to play in supporting and advocating for active communities. This Plan also acknowledges the essential role community groups play in driving grassroots change and shaping neighbourhoods.

## Roles and responsibilities

Local governments are responsible for most active transport planning and infrastructure. The local nature of active trips positions councils to effectively implement active transport networks that link housing catchments with everyday needs.

This is reflected in legislation, with councils responsible for constructing and maintaining most footpaths, shared paths and riding infrastructure.

There are significant benefits to the state in increasing active transport rates and the Victorian Government has a vital role to play in supporting councils and other stakeholders to deliver positive active transport outcomes. The Plan sets the policy direction for active transport planning and investment across the state by bringing together active transport policies from across government. The state also has a key role in enacting appropriate legislative, regulatory and planning settings to enable good active transport outcomes.

The Victorian Government will also provide governance frameworks to enable collaboration between local governments, the development sector, and other stakeholders including government agencies such as Parks Victoria and water authorities to ensure land is developed in a way that provides a permeable and functional urban structure to enhance and promote walking and riding at the neighbourhood level. This includes working through established government and partner networks to identify and amplify local initiatives that align with this plan, leveraging the work already happening on the ground to support the Plan's delivery.

The Victorian Government will engage actively and meaningfully with organisations such as resident associations, First Nations peoples, disability advocacy groups, youth organisations, environmental groups, and multicultural councils to ensure the Plan reflects community voices and diverse local needs.

By supporting these groups, we can build stronger, more responsive connections across regions, empower communities to shape their transport environments, and provide a foundation for continuous improvement activities to adapt to changing community needs.

## Measuring outcomes

A number of Key Performance Indicators (KPIs) have been developed to help us to measure the outcomes from the Responses in this plan. These KPIs highlight the factors that combine to create attractive, safe and connected walking and riding environments across Victoria.

## ACHIEVING 25 PER CENT MODE SHARE

### ENHANCED ACTIVE TRANSPORT

Number of precincts and length of SCC/SWCs delivered.

BROAD KPIs	IMPLEMENTATION KPIs	TRANSPORT AND PLANNING KPIs
<p><b>Environmental</b></p> <p>Measured/informed by:</p> <ul style="list-style-type: none"> <li>– emissions</li> <li>– tree canopy cover.</li> </ul>	<p><b>Per cent of identified improvements delivered</b></p> <p>Measured/informed by:</p> <ul style="list-style-type: none"> <li>– sequencing</li> <li>– responsibilities</li> <li>– Movement and Place gap analysis.</li> </ul>	<p><b>Mode share across target groups</b></p> <p>Measured/informed by:</p> <ul style="list-style-type: none"> <li>– target groups</li> <li>– trip purpose</li> <li>– locations of interest.</li> </ul>
<p><b>Resident physical activity</b></p> <p>Measured/informed by:</p> <ul style="list-style-type: none"> <li>– rates of physical activity.</li> </ul>	<p><b>Per cent of target walking and riding scores achieved</b></p>	<p><b>Movement and Place Gap Analysis</b></p> <p>Measured/informed by:</p> <ul style="list-style-type: none"> <li>– SWCs</li> <li>– SCCs.</li> </ul>
<p><b>Social inclusion</b></p> <p>Measured/informed by:</p> <ul style="list-style-type: none"> <li>– jobs, inclusion and participation.</li> </ul>	<p>Measured/informed by:</p> <ul style="list-style-type: none"> <li>– safety</li> <li>– attractiveness</li> <li>– land use</li> <li>– comfort.</li> </ul>	<p><b>AT connections to PT</b></p> <p>Measured/informed by:</p> <ul style="list-style-type: none"> <li>– households in walkable catchment</li> <li>– per cent PT stops with safe crossings.</li> </ul>
		<p><b>Walkable neighbourhoods</b></p> <p>Measured/informed by:</p> <ul style="list-style-type: none"> <li>– percentage of residents in walkable neighbourhoods.</li> </ul>
		<p><b>Community satisfaction</b></p> <p>Measured/informed by:</p> <ul style="list-style-type: none"> <li>– safety and security</li> <li>– comfort</li> <li>– attractiveness.</li> </ul>

#### KPIs WILL BE BASELINED AND MEASURED OVER TIME THROUGH:

Rideability assessments and scores	Walkability assessments and scores	Community and mode share surveys
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# GLOSSARY OF KEY TERMS

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For the purpose of this document, the following definitions apply.

## Active communities

Active communities are communities with high rates of active living and active transport use.

Active communities thrive in liveable neighbourhoods where local living, walking, riding and other forms of active transport are a natural part of everyday life.

## Active living

Active living is a way of life that integrates physical activity into daily routines.

It involves people choosing active transport for everyday tasks like walking to school, riding to the shops, or using stairs instead of lifts.

Active living is essential for improving physical and mental health, fostering social connection, and reducing sedentary behaviours.

## Active transport

Active transport refers to any form of human-powered movement, such as walking and riding, as well as using e-scooters or personal mobility devices.

It involves transport for purposes such as running errands, commuting or accessing public transport, rather than just for recreation.

Active transport plays a crucial role in reducing reliance on motor vehicles, promoting physical activity, and contributing to a healthier, more sustainable transport system.

## Liveable neighbourhoods

A liveable neighbourhood is an area designed to enable people to access most of their daily needs within a short journey from their homes.

Liveable neighbourhoods feature mixed land uses, such as residential, commercial, and recreational spaces close to each other.

Liveable neighbourhoods prioritise quality of life by promoting sustainable development and creating spaces where people can thrive physically, socially, and economically.

The safety, convenience and enjoyment of walkers and riders is prioritised, making walking and riding appealing and convenient options that are accessible to everyone, reducing car dependency.

These factors provide the settings to enable physical activity, social connection, and a sense of community and vitality as part of daily life.

## Micromobility

Micromobility includes movement by small, lightweight vehicles such as e-scooters or e-bikes that are designed for short-distance transport and use the network in a similar manner to bicycles, often sharing spaces with pedestrian as appropriate in the road rules.

These vehicles offer an efficient, environmentally friendly alternative to cars, particularly for the 'first and last mile' of journeys. Micromobility is key to expanding active transport options, integrating active transport with public transport and reducing traffic congestion in urban areas.

While not all forms of micromobility may be 'active', they use the same infrastructure, such as bike lanes and shared paths, and contribute to reducing car dependency and can provide options for people with limited mobility.

Therefore, micromobility is included within references to 'active transport'.

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## Rideability

Rideability refers to the ease and safety with which people can use bikes and micromobility devices to move within their community.

It includes the quality of riding infrastructure, including bike lanes, road safety, low volume and low speed roads, connectivity to key destinations, and facilities like bike parking.

High rideability promotes riding as a convenient and viable alternative to driving, contributing to healthier, more sustainable cities.

## Riding

Riding refers to the use of standard and non-standard bicycles, tricycles, e-bikes, adaptive cycles, e-scooters, bicycles with trailers, and personal mobility devices for transport.

These represent sustainable and efficient forms of transport, supporting the transition to more connected, accessible, low-emission transport systems that enhance the liveability of communities.

## Walkability

Walkability is the measure of how amenable the local environment is to walking. Walkability is high in neighbourhoods where walking is safe, attractive, and inclusive for all.

Characteristics that affect walkability include well-connected streets with paths, pedestrian crossings, and safe intersections. Parks, schools, and shops being within walking distance further enhances an area's walkability.

The concept of permeability – the impact of how direct a walking route is on the desire to walk – is also important for understanding walkability. The length of a block and street formats (e.g. linear, curved, mid-block access paths) contribute to the permeability, and therefore walkability of a local environment.

## Walking

Throughout this document, walking encompasses unassisted walking, the use of mobility devices including wheelchairs or walking aids, as well as the walking with a pram or use of shopping carts, trolleys and similar devices.

## Walking for transport

Defined as a means of reaching specific destinations, such as schools, shops or public transport connections.

Recreational walking is characterised by walking or running for enjoyment, exercise, or relaxation, rather than being focused on reaching a specific destination.

All walkers benefit from safe, accessible and well-maintained paths and crossings, and pedestrian friendly streetscapes.

# APPENDIX A

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## The Plan's policy context – Victorian Legislation

### Relevant Legislation

*Transport and Integration Act (2010) Road Management Act (2004)*

*Road Safety Act (1986)*

*Planning and Environment Act (1996) Health and Wellbeing Act (2008) Sports and Recreation Act (1972) Climate Change Act (2017)*

*Environment Protection Act 2017*

The *Environment Protection Act 2017* sets out a comprehensive framework aimed at safeguarding Victoria's environment and public health. The *Environment Protection Act 2017* sets a framework for environmental protection that addresses the reduction of pollution, climate change mitigation, and enhanced community health. The Active Transport Plan's focus on active transport and reduced vehicle reliance aligns with the *Environment Protection Act 2017* efforts to ensuring healthy living environments.

### Relevant Regulation

#### Victoria's Climate Change Strategy

Victoria's Climate Change Strategy addresses the urgent needs to combat climate change by reducing greenhouse gas emissions across all sectors. It spotlights walking and riding as a sustainable mode of transport that contributes to lower emissions and promotes environmental stewardship.

Active communities promote active transport, which reduces the reliance on cars and consequently lowers carbon emissions. By prioritising walking and riding infrastructure, Victoria's Active Transport Plan contributes to the objectives of the climate change strategy by enabling sustainable modes of transport and reducing the carbon footprint of communities.

#### Victorian Active Schools Framework

Geared towards promoting physical activity and active transport among school-aged children, the Active Schools Framework underscores the importance of incorporating walking into daily routines and school transport plans. It aligns with the Victoria's Active Transport Plan objectives of fostering active, healthy lifestyles from an early age and creating environments that encourage walking and riding as a preferred mode of transport. By ensuring school environments are pedestrian-friendly and connected to their surrounding communities, the Active Schools Framework enables the Victoria's Active Transport Plan by providing guidance and resources to help remove removing some of the barriers to children walking and riding to school.

#### Inclusive Victoria: State Disability Plan 2022-26

Inclusive Victoria focuses on enabling accessibility, inclusion, and equity for people with disabilities across all aspects of life. It recognises the importance of creating walkable neighbourhoods that are barrier-free and inclusive for individuals of all abilities. It also emphasises the need to address barriers to walking and riding faced by people with disabilities (i.e. people who have long-term physical, mental, intellectual or sensory differences that, when interacting with inaccessible communities and environments, prevent full and equal community participation) and to promote universal design principles that enhance the overall accessibility of public spaces and transportation networks.

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## Victoria's Housing Statement

Addressing critical issues related to housing affordability, accessibility, and sustainability, Victoria's Housing Statement recognises the significance of creating walkable neighbourhoods that offer residents convenient access to essential services, public transport and recreational amenities. By enabling mixed-use development and compact urban form, Victoria's Active Transport Plan provides a common strategic rationale for local and state governments to leverage the objectives and actions of the housing statement and create vibrant, inclusive neighbourhoods that are attractive places to live, work, and play.

## Victorian Public Health and Wellbeing Plan 2023-27

The Victorian Health Wellbeing Plan 2023-2027 sets the Victorian Government's priorities for improving public health and wellbeing. This includes the priority of increasing active living and active transport. It recognises the numerous health benefits of regular physical activity, including active transport. The plan provides a framework for coordinated action across government and sectors and identifies creating environments that support active living and active transport as a key action.

This aligns closely with the objectives in Victoria's Active Transport Plan to increase walking and riding by creating healthy and sustainable environments that provide opportunities for active transport, foster community connections and increase health and wellbeing.

## Department of Transport and Planning Strategic Plan 2023-27

The Department of Transport and Planning's Strategic Plan 2023-27 outlines key priorities for enhancing Victoria's transport system to meet the needs of a growing population. It recognises walking and riding as an essential mode of transport that supports the principles of sustainability, accessibility, and inclusivity.

By prioritising pedestrian and rider-friendly infrastructure, integrated transport networks and active transport options, the Plan contributes to achieving the vision of the Victoria's Active Transport Plan by creating active communities where walking and riding is an attractive and safe option, and enjoyable mode of transport for all Victorians. It emphasises the importance of investing in walking and riding infrastructure and promoting active transportation as part of a broader strategy to improve mobility, reduce congestion and enhance the overall quality of life for residents across the state.

## Victorian Road Safety Strategy 2021-30

This Victorian Road Safety Strategy 2021-30 aims to improve road safety outcomes and reduce the incidence of road-related injuries and fatalities across Victoria. It recognises the role of walking and riding as a key component of the transport system and prioritises measures to enhance pedestrian and rider safety and reduce the risk of road accidents involving these road users.

## Plan for Victoria

Plan for Victoria is the government's long-term planning strategy that outlines the vision and priorities for the sustainable growth and development across the state whilst supporting Victoria's Housing Statement.

Plan for Victoria recognises the role of active transport in supporting thriving and liveable suburbs and towns and promoting healthy and active lifestyles. It also recognises the need to integrate land use and transport planning to enhance walkability and rideability, promote social interaction, and reduce car dependency. Plan for Victoria's focus on sustainable urban development and placemaking complements the strategic priorities of Victoria's Active Transport Plan, fostering equity, connection to place, and collective impact to create thriving and inclusive communities for all Victorians.

# APPENDIX B

## Policy and planning tools available

There are a broad range of policy and planning tools available to the government to deliver each response mechanism as part of a whole-of-system response. The suitability of each of these tools will depend on the specific neighbourhood context being considered.

### WHOLE-OF-SYSTEM RESPONSE MECHANISM

### POLICY AND PLANNING TOOLS

#### Neighbourhood



- Integrated transport and land-use planning to support compact development, land-use diversity and mix, and neighbourhood permeability.
- Public transport integration through well-planned bus stops and public transport interchanges near residential areas.
- Modal filters and traffic calming measures, such as lowered speed limits, speed humps, raised crosswalks, and narrowed roadways, to reduce vehicle speeds and enhance safety for walkers and riders.
- Walker-friendly infrastructure such as kerb ramps, road crossings, smooth and wide paths, lighting, surveillance and aids to assist those with hearing and vision impairments.
- Review parking policy to promote walking and riding mode share.
- Amenity improvements such as urban greening, shade and shelter, wayfinding signage, drinking water and places to stop and rest.
- Walking and riding trails through the natural landscape.

#### Society and People



- Community education programs.
- Community engagement activities.
- Promotional material to raise awareness.
- Marketing of programs and initiatives.

#### System



- Governance to enable coordinated identification and implementation of projects and initiatives.
- Linked and coordinated place-based funding.
- Working cooperatively and in partnership with the private sector.



## Changing behaviour using the COM-B model

Changing behaviour is central to the whole-of-system response. To support this, the Plan identifies the COM-B model as a valuable lens to identify policy and planning tools that will deliver lasting changes in behaviour (B) and attitudes.

### C = CAPABILITY

Capability refers to an individual's psychological and physical ability to participate in activity, including having the knowledge and skills.

### O = OPPORTUNITY

Opportunity refers to external factors (social and physical) that make a behaviour possible.

### M = MOTIVATION

Motivation refers to the drive and energy to perform a behaviour, including habit, emotions, and necessary thoughts.

### B = BEHAVIOUR CHANGE

It is through the combination of these conditions that behaviour change occurs, as opposed to an oversimplified approach focused on, for example, only delivering walking infrastructure.

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