Active Travel

Strategic objective
More people are walking and cycling for transport.

Domain overview

Most people in Cardinia Shire rely on a car for transport due to the long distances to work and other destinations. The growth corridor is serviced by the Pakenham train line and some metropolitan bus lines, however, there is very limited public transport options in the outer areas of the growth corridor and in the rural parts of the shire. There is significant road congestion on the major roads and around schools. Active forms of travel play an important role in increasing health and wellbeing by promoting physical activity, social connection, and reducing pollution.

About active travel

Data about active travel in Cardinia Shire identifies:

- 62% of residents travel outside Cardinia Shire to work.
- 88% of residents own at least 1 car.
- 75% of residents travel to work by car.
- 92% of residents rely on a car to buy groceries.
- 5% of residents travel to work by train, 1% walk, and <1% cycle to work.
- A total of 56km of formal shared paths.
- 8 train stations and 12 metropolitan bus services.
- 71 supervised school crossings.
- 29 stop and drop zones.

Active travel liveability indicators

- Average distance to closest activity centre
- Average dwelling density per hectare
- Average street connectivity per square kilometre
- Average number of daily living destinations present (0-3) within 1600m
- Walkability for transport index
- Average distance to closest public transport stop
- Percentage of dwellings within 400m of a bus stop
- Percentage of dwellings within 400m of public transport with a regular 30-minute weekday service (7am–7pm)

The role of active travel in our COVID-19 recovery

COVID-19 restrictions have impact people in many ways. A significant impact for some people has been loss of income. In July 2021, 27% of households experiencing food insecurity said that COVID-19 had an impact. Access to nutritious food is essential to our physical and mental health. Growing and eating food is also at the centre of our society and provides a means for social connection and inclusion, which is vital as communities recover from the impact of COVID-19.
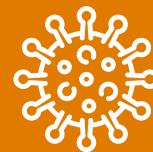
The role of active travel in addressing climate change

Climate change is accelerating due to the increasing concentrations of carbon dioxide and other greenhouse gases in the atmosphere. The dependence on fossil fuels has made the transport sector one of the primary contributors of greenhouse emissions globally. Transportation in Cardinia is associated with around 20% of the shire wide emissions. Active travel can eliminate emissions associated with vehicle-based transportation and reduce the adverse effects of climate change.

Links to Cardinia Shire Council Plan

2.2 Plan and maintain safe, inclusive and connected open spaces, places and active travel routes

2.4 Advocate for increased and more connected public transport options

When thinking about the future of active travel, the following issues are relevant:

- Population growth and the associated increase in the number of car trips.
- Car ownership trending upwards with more cars per household and increased reliance on cars due to COVID-19.
- Growing use of car share schemes.
- Competing demands for road space between road users, including bikes, public transport and cars.
- Changing lifestyle preferences, including transport and work habits, and demand for proximity to urban centres.
- Increasing built and population density around main streets with expectations around local amenities.
- Creating 20-minute neighbourhoods.
- The increase in outdoor dining and the impact on footpaths/streets and parking.
- More cars parked in residential streets as more people are working from home due to COVID-19.
- Increased residential building density and demand for better pedestrian and bicycle facilities.
- An ageing population and the need to support those who can no longer drive safely.
- A growing population of children and young people who need to get to school and work.
- Increasing need for drinking stations and resting stations that support active travel and walkability in the municipality for children and older adults.
- Plan Melbourne 2050 policies such as:
  - 1.3.2 Plan for new development and investment opportunities on the existing and planned transport network.
  - 2.1.2 Facilitate an increased percentage of new housing in established areas to create a city of 20-minute neighbourhoods close to existing services, jobs and public transport.
  - 3.1.6 Support cycling for commuting.
  - 3.2.2 Improve outer-suburban public transport.
  - 3.3.1 Create pedestrian-friendly neighbourhoods.
  - 3.3.2 Create a network of cycling links for local trips.
  - 3.3.3 Improve local transport choices.
  - 3.3.4 Locate schools and other regional facilities near existing public transport and provide safe walking and cycling routes and drop-off zones.
  - 4.1.2 Integrate place-making practices into road space management.
  - 5.2.1 Improve neighbourhoods to enable walking and cycling as a part of daily life.