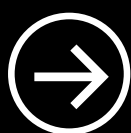


Investing in walking



**A step forward
for Victoria's
environment,
economy and
health**



Executive summary

Victoria Walks is an evidence-based health promotion charity inspiring more people to walk more every day. In the approach to the 2022 Victorian State Election, we ask parties to commit to the following three key investment areas to demonstrably improve state-wide walking outcomes:

1. Champion a culture of walking, including through development of strategies committed to increasing walking across Victoria.
2. Support walkable communities across Victoria, by creating an investment stream to fund safer streets and vibrant places.
3. Forge new paths to growth, health and recovery in Victoria's regions through the funding of 200 walking tourism projects.



Investment of \$942m over four years will increase the opportunities for all Victorians to walk more often and deliver substantial economic and environmental benefits.

Why?

Victorians love walking and want support to walk more often. It is time for Victoria to step up and harness the potential of walking to improve neighbourhoods and towns and give all people the communities they need to thrive.

A commitment by the next government to increase the proportion of trips made by walking is essential, not only to meet climate change targets but also to ensure all Victorians – regardless of age, physical ability, gender, postcode and socio-economic status – have healthy, appealing options to travel to daily activities in their community and to connect with others.

Walking is Victoria's second most common form of transport after the car and the most popular recreation. However, a lack of strategy and of investment in recent decades has meant walking benefits have not been shared equally, with many neighbourhoods and streets not conducive to active living.

The number of registered vehicles on our roads continues to rise and each week there are over five million car trips in Victoria under one kilometre.¹

This is unsustainable and misses an opportunity to address a leading cause of preventable illness in Victoria, where almost 70 per cent of adults and one quarter of children are overweight or obese.² It is also not what Victorians want.

Research shows Victorians value walking and want more safe, appealing places to walk where they live.

The recent Victorian Walking Survey³ found 89% of Victorians want a combination of government actions to help them walk more in their local area. A national Heart Foundation survey found almost 70% support for increased transport spending on walking, cycling and access to public transport, with support stronger in Melbourne than most other cities.⁴

There is a solution ready and waiting. In March this year, Victorian councils and statutory authorities provided Victoria Walks with 522 projects across the state, which would immediately improve local walking environments and walking safety.

With societal benefits of \$2.68 for every 1 kilometre walked⁵, Victoria's political leaders have much to gain from proactively embracing the popularity of walking to strengthen communities across the state.

¹ Victorian Integrated Survey of Travel & Activity (VISTA).

² Victorian Public Health and Wellbeing Plan 2019-2023.

³ Victoria Walks 2021 Walking Survey www.victoriawalks.org.au/survey/

⁴ Heart Foundation, What Australia Wants, 2020/2021.

⁵ Badawi, Y, Maclean, F, and Mason, B, (2018). The economic case for investment in walking, Arup and Victoria Walks



How:

1. Champion a culture of walking in Victoria

The incoming government must set a framework that gives more Victorians transport and lifestyle choice by taking these high-level actions:

- Create a Walking for Transport Strategy with clear targets, actions and investment to achieve more walking trips, and to coordinate planning to ensure all communities are walkable.
- Establish an expert walking and bike riding panel to advise on meeting climate change transport targets, including increasing public transport patronage by improving walkability to and from stops.
- Develop a pedestrian-specific road safety action plan. Everyone should feel safe to walk but since January 2012, 23% of all road fatalities in metropolitan Melbourne have been walkers, and approximately one third of all walkers killed are aged over 70.⁶
- Expand 'school zones' into neighbourhood-wide active travel precincts to enable increased walking to school.
- Provide TAC or equivalent compensation for walkers injured in crashes with people using bikes, e-scooters, mobility scooters or other similar devices.
- Develop a Regional Victoria Walking Tourism Strategy so more rural and regional communities can capitalise on the growing popularity of nature-based tourism.
- Fund Victoria Walks \$450,000 per annum to: facilitate community engagement; provide walking input into government and council policy processes, including greater walkability in metropolitan growth areas; and promote a more diverse range of quality walking experiences in all parts of the state.

2. Support communities across Victoria to create safer streets and vibrant places

A large majority of Victorians say having facilities such as parks, shops, schools and public transport accessible by walking is important.⁷ However, without infrastructure and support for walking, Victorians across all age groups find themselves reliant on cars to get around. This is apparent even for short trips such as the school run, where cars add to local congestion and reduce opportunities for walking.

The next government can reverse the trend of driving for short trips. By working collaboratively with local government and other agencies, we can improve the convenience, safety, accessibility and amenity of our suburbs and open spaces to support health and wellbeing.

Victoria Walks has identified a need for:

- **\$150m per annum** over four years to deliver safer streets projects and improved access to recreational walking in our communities.

This funding will deliver:

- New and improved pedestrian crossings on local streets and arterial roads.
- Safer speeds and traffic calming to support more walking.
- New and upgraded footpaths and completing missing links in principal walking networks.
- Walking access to public transport including Disability Discrimination Act compliance.
- Better lighting in streets and parks.
- Tree planting to provide shade and improve walking environments.
- Open streets initiatives to support walking to school and create valued public spaces.
- New and upgraded recreational walking paths and green corridors so everyone can be active where they live.

3. Forge new paths to growth, health and recovery in regional Victoria

Victoria's regions need extra support to capitalise on their natural assets.

Only 36% of Victoria's tourism expenditure occurs in regional areas, compared to the national average of 43%. Infrastructure Victoria has calculated this gap cost Victoria's regions \$3.8 billion in visitor spend in 2018 alone.

Growth in nature-based tourism experiences is a global phenomenon and in Victoria one third of regional tourists already identify as 'walkers.'

Governments have invested in marquee walks such as the Grampians Peaks Trail, but there are many more opportunities to bring people to our regions. Victoria Walks has collated 100 locally identified walking trail projects, large and small, of an estimated 200 to be delivered right across the state over four years.

In addition to a Regional Walking Tourism Strategy, we call on the next government to:

- **Invest \$85m per annum** over four years to deliver 200 walking tourism projects across Victoria.

New and upgraded trails would not only benefit local economies and employment but encourage physical activity in rural and regional communities where rates of cancer, cardiovascular disease and diabetes are higher than metropolitan areas.

⁶ www.tac.vic.gov.au/road-safety/statistics/online-crash-database

⁷ Heart Foundation, What Australia Wants, 2020/2021.



75% of people agree or strongly agree that the government should provide pedestrian crossing facilities, traffic calming and/or adjust traffic lights (where applicable) to make it safer and easier to cross to get to local shops and high pedestrian areas (Victorian Walking Survey 2021).

Investing in walking

Walking is a big part of our lives. It is easily the most popular way for people to exercise and the second most common form of transport. And there is still a massive potential to get more people walking if governments are prepared to act.

We need to capitalise on the shift to recreational walking that has occurred through COVID-19, and help embed daily, incidental walking into Victorians' lives.

Victoria Walks has developed this plan for government action based on extensive research, community surveys and council proposals for specific projects.

We are calling for all political parties to commit to investing in walking ahead of the November 2022 Victorian State election.

Why invest in walking?

Healthy people

Walking is a free and easy activity that can be undertaken almost anywhere. It is by far the most popular exercise of Victorians, both before and since the pandemic.

A massive 3 million Victorians walk for recreation, a million more than the next most popular exercise (gym/fitness). Nearly half a million people also enjoy bush walking.⁸ But there is still so much opportunity to give more people the chance to walk more.

The best exercise is the one people want to do, because they will keep doing it. Let's help people to a healthier future with an exercise they actually enjoy and can include as part of their daily routine.

Inclusive communities

When our communities are designed for walking, everyone benefits. Nearly 30% of the total population don't have a driver licence (including 9% of adults). Many people cannot drive or do not have access to a car, so walking and public transport are their main ways to get around. This is especially true for young people.

Well over a third of First Nations Australians walk for recreation and exercise. Unlike other forms of exercise, a high proportion of people with disability walk. Half of Australians with a disability walk for recreation, compared to 28% who participate in gym/fitness.⁹

We need streets that enable everyone, including people using wheelchairs, mobility scooters or pushing prams to get around.

No-one left behind

People on low incomes tend to find it more difficult to exercise than wealthier people. Walking is one form of exercise that people on low incomes are likely to do.¹⁰

Active older Victorians

Many people lose the capacity to drive when they are older – about 30% of people aged over 75 do not have a licence.¹¹ Many older Victorians are dependent on walking and public transport to get around.

People tend to stop playing sport and exercise less as they age, but they do keep walking. In fact, people tend to walk more as they get older! The largest share of walking for recreation is people aged 65+.

We need to make it safe and easy for everyone to walk, stay connected and lead healthy independent lives.

Women's health

Of recreational walkers, 62% are women and 38% are men.¹² We need to support more women to walk more by getting the exercise and recreation that they enjoy.

Stress less

Exercise is extremely important for good mental health. Beyond Blue says, "Studies show that for treating mild-moderate depression, exercise can be as effective as talking therapy and medication."

They also emphasise the importance of starting small and doing something you enjoy. For a lot of people, that means walking. "If you're stuck on the couch, just walking in your street each day is a great start."¹³

Most young people (84%) say they walk to relax and calm down when they are stressed, angry or anxious.¹⁴

Keeping Victoria moving

Walking is a significant mode of transport in its own right – before the pandemic 16% of trips in Melbourne were entirely walked. When combined with public transport, a quarter of all trips involve walking.¹⁵ We need to give people more options to safely get around their communities, so everyone can keep moving.

Good for the environment

Walking is the most sustainable form of transport and increasing levels of walking is critical to addressing climate change. The current government's Climate Change Strategy aims for 25% of trips to be via active transport by 2030. If such a target is to be achieved, it will need significant government attention and investment well beyond what has occurred to date.

Good for business

Walking is an important way for people to travel to local shops and support local businesses. In the inner and middle suburbs, 30-40% of customers walk to get to their local shops. The data shows people on foot stop at more shops than people driving, and some studies have found walkers are more regular visitors and spend more over the long-term. For example, a survey at Fairfield Village found the estimated monthly spend was significantly higher for walkers (\$405) than drivers (\$232).¹⁶

⁸ SportAus, Ausplay Survey, Vic data tables January 2021 to December 2021

⁹ SportAus (2021), Ausplay Survey, Sport and physical activity reports for Walking and Fitness/gym

¹⁰ SportAus (2021), Ausplay Survey, Sport and physical activity report for Walking (VISTA 12-18 & https://www.bitre.gov.au/sites/default/files/is_084.pdf)

¹¹ SportAus (2021), Ausplay Survey, Sport and physical activity report for Walking

¹² Beyond Blue <https://www.beyondblue.org.au/personal-best/pillar/supporting-yourself/exercise-your-way-to-good-mental-health> accessed 8 June 2022

¹³ Garrard J, (2017). Young people and walking. Victoria Walks, Melbourne.

¹⁴ Eady, J and Burt, D (2019). Walking and transport in Melbourne suburbs. Victoria Walks, Melbourne, November 2019

¹⁵ Eady, J and Burt, D (2019). Walking and transport in Melbourne suburbs. Victoria Walks, Melbourne, November 2019

Value for money

Walking is a good investment. Evidence from 20 different studies has suggested that the benefit cost ratio of walking interventions is typically 13:1 – \$13 of benefit for every \$1 of expenditure.¹⁷

A recent study of active transport infrastructure in New Zealand found a \$15 million investment in walking paths, cycling paths, education and promotion generated \$160 million in health benefits, injury reduction and reduced greenhouse gas emissions.¹⁸ For communities with relatively low physical activity levels the benefits are even higher. In 2018 figures, it is estimated that there are societal benefits of \$2.68 for every 1 kilometre walked.¹⁹

In 2008, the total annual economic cost of physical inactivity in Australia, including healthcare, productivity and mortality costs, was estimated at \$13.8 billion.²⁰ Even a 10% reduction in physical inactivity through walking would result in 2,000 fewer deaths and 6,000 fewer incidents of disease each year.²¹

Jobs

Like any construction, the building of walking infrastructure creates jobs. However, walking infrastructure also delivers ongoing advantages. Walking trails stimulate the local economy by increasing visitor numbers, and then encouraging those visitors to stay longer. It is anticipated that the recently completed Grampians Peaks Trail will support 70 full time jobs directly, and contribute to a boost of 425 full time jobs in the wider Grampians region. Likewise, the construction of the Peninsula Trail in Mornington Peninsula would support 267 full-time jobs in construction and 109 full time jobs once completed through local and visitor economic benefits.²²

Shovel ready

When Victoria Walks asked councils for projects, there were plenty ready and waiting. An earlier survey by the Municipal Association of Victoria found a lack of funding was a barrier to delivering walking and cycling projects for 80% of councils.²³ With walking receiving relatively little funding for so long, there is plenty of work to get on with that could provide an immediate boost to local economies and build on the surge in walking over the last two years.

¹⁷ Badawi, Y, Maclean, F, and Mason, B, (2018). The economic case for investment in walking, Arup and Victoria Walks

¹⁸ Chapman, R., Keall, M., Howden-Chapman, P., Grams, M., Witten, K., Randal, E., & Woodward, A. (2018). A Cost Benefit Analysis of an Active Travel Intervention with Health and Carbon Emission Reduction Benefits. *International journal of environmental research and public health*, 15(5), 962.

¹⁹ Badawi, Y, Maclean, F, and Mason, B, (2018). The economic case for investment in walking, Arup and Victoria Walks

²⁰ Cadilhac, D.A., Cumming, T.B., Sheppard, L., Pearce, D.C., Carter R., & Magnus, A., (2011). The economic benefits of reducing physical inactivity: An Australian example. London, UK: BioMed Central Ltd.

²¹ Medibank (2008). The cost of physical inactivity, Medibank Private, Sydney

²² Urban Enterprise (2022). Peninsula Trail – Market & Economic Assessment.

²³ MAV (2020). Victorian local government walking and cycling survey.

²⁴ Streets are for Everyone: a consensus statement to support more walking and bike riding for Victorians, 2021

The community wants investment

The Victorian Walking Survey found three-quarters of people agreed or strongly agreed that the government should make it safer and easier to walk to shops. There was also strong support for government investment to make it easier to walk to schools (72% agree or strongly agree), tram/bus stops (67%) and railway stations (64%). In total, a massive 89% of respondents wanted a combination of actions to help them walk more in their local area.

And the experts agree. Last year, a coalition of 13 major organisations including RACV and the Heart Foundation issued *Streets are for Everyone: a consensus statement to support more walking and bike riding for Victorians*, calling for more government action.²⁴

Give the people what they want!

#LoveWalking



“If we can make walking safer, more pleasant and convenient then more people will walk, which has so many benefits.”

**Nancy Atkin,
Brunswick Residents Network**

Call for action

With most of us spending more time at home, COVID-19 has accelerated the need to support local living. Serious investment in local walking is needed to meet government transport and environment objectives and shift short car trips to walking. People won't decide to stop driving to their closest shops or station and walk instead without being supported and encouraged to do so. The minimal funding currently available will not be enough.

In March 2022, Victoria Walks asked local councils and other organisations to indicate the walking projects they had planned and costed but lacked the funding. A total of 39 councils and two water authorities put forward 522 projects worth \$469 million, as described in this prospectus. Further details of individual projects are available in the Project List available at the end of this document.

The project examples already provided by councils demonstrate a base level of need for walking investment. But this is the tip of the iceberg as there were many councils that did not respond or were not immediately ready with a project list. If the projects put forward by councils represent two years of necessary investment, we need \$235 million per annum to give councils and public agencies the capacity to deliver the walking projects that the community want. Across all councils an investment of \$940 million is needed to dramatically improve walking safety and opportunities in all Victorian communities. Government investment would enable funding of the projects set out later in this document, or other high value projects, potentially including projects from agencies and councils that did not submit suggestions to Victoria Walks.

Victoria Walks is calling on the major political parties to commit to:

1. Providing \$150 million per annum over four years to deliver safer streets projects and improved access to recreational walking in our communities.
2. Investing \$85 million per annum over four years to deliver 200 walking tourism projects across Victoria.
3. Funding Victoria Walks \$450,000 per annum to: facilitate community engagement; provide walking input into government and council policy processes; and promote a more diverse range of quality walking experiences in all parts of the state.
4. Implementing the approaches put forward under the 'Championing a culture of walking' section of this report.

A total investment of \$942 million over four years will increase the opportunities for all Victorians to walk more often and deliver substantial economic and environmental benefits.

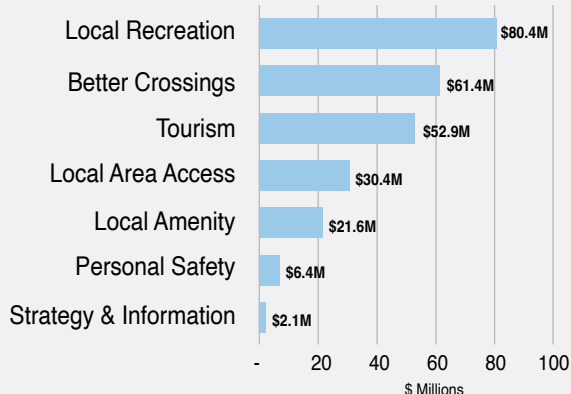
This modest level of funding is well short of the UN recommendation of 20 per cent of transport budgets being spent on non-motorised transport.

Our proposed funding is similar to the money available for active transport north of the border. The NSW Government is investing about \$950 million in walking and cycling over five years. And their new Active Transport Minister is aspiring to double that, after conceding the existing funding is not enough.²⁵

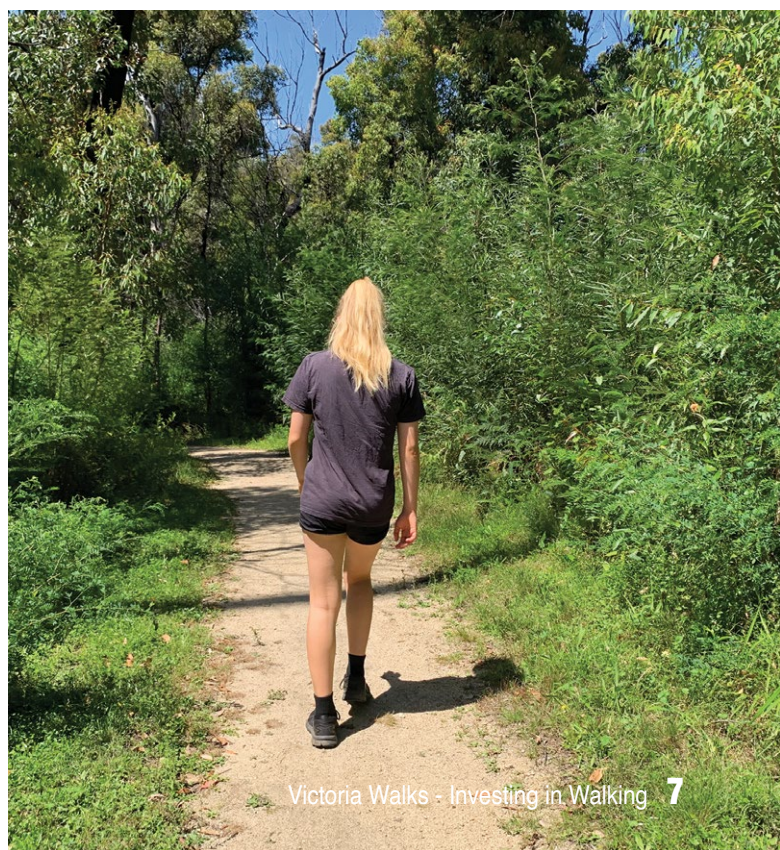
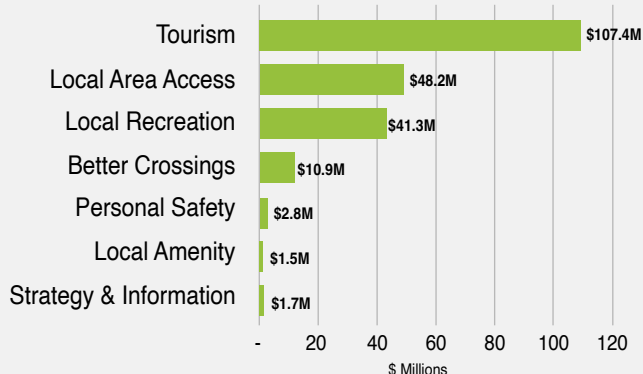
²⁵ O'Sullivan, M (2022). 'Rob Stokes aims for doubling in spending on cycleways, footpaths,' Sydney Morning Herald, 6 February 2022.

Breakdown of projects put forward by councils

Metro projects (\$255.1 million)



Regional projects (\$213.8 million)



Case Study – Peninsula Trail

The largest project proposed by any council is the Peninsula Trail. This would construct a total of 42 km of paths to complete 11 missing links in the local path network, eventually creating a 130 km continuous off-road trail loop around the Mornington Peninsula.

“After two years of restrictions, our tourism and hospitality sectors badly need an economic boost and we’ve identified the Peninsula Trail as a key project to promote tourism and create jobs,” says Mayor Anthony Marsh.

“It will offer exciting new opportunities for guided walking and cycling tours of the Peninsula’s vibrant food, wine and art scene. It will also unlock the potential for eco-tourism, as well as Aboriginal cultural and historic tours.”

Craig Vanstone runs the Two to Tango Cafe in Somerville. He says the path will bring new customers and the potential to expand his business.

“The increase in foot traffic provided by Peninsula Trail will be extremely beneficial for local businesses that have been hit hard by COVID-19.”

The benefits go well beyond tourist dollars. “Our communities have been walking and cycling more than ever and have renewed appreciation for the joys of active recreation,” Councillor Marsh said.

Colleen McGreal, Principal of St Macartan’s Parish Primary School, sees the value for local kids. “The establishment of safe walking and bike riding links, with greatly reduced motor vehicle hazards would greatly benefit our staff, students and families.”

Graeme Rocke from Mornington Community SafeLink agrees. “In many locations it will provide a safe off-road option for kids to walk or ride to school, the shop, sport or friends’ homes.”

“It will provide a fabulous, free, family recreation option. It will also help people using mobility aids and scooters to get around.”

The project is a real community effort. The Mornington Peninsula has eight Rotary Clubs and all of them are backing the project, providing things like benches, picnic tables and tree planting.

Council

Mornington Peninsula Shire Council

Cost

- **Estimated \$40 million**, in addition to the \$17 million already committed to date.

Economic benefit - Estimated:

- **\$111 million** in economic benefit
- **Creation of 267 jobs** during construction and 109 full time jobs once completed



Existing section of trail to be upgraded between Mornington and Moorooduc (Credit: Mornington Peninsula Shire Council)



Cape Schanck Reserve (Credit: Parks Victoria)

Champion a culture of walking in Victoria

In addition to investment, the state government should implement policies that support more walkable communities. The following proposals are based on 177 detailed recommendations from Victoria Walks research, position statements and policy submissions over the last decade.

A plan for action

Walking cuts across many areas of government including health (physical and mental), transport, planning, environment, ageing, sport and recreation, and economics. But with no owner in government, walking falls through the policy and investment cracks and its potential health and economic benefits go unrealised. Victoria needs a walking strategy with clear actions and targets to guide and steer investment in a coordinated way.

1. Create a Walking for Transport Strategy with clear targets, actions and investment to achieve more walking trips, and to coordinate planning to ensure all communities are walkable.
2. Establish an expert walking and bike riding panel to advise on meeting climate change transport targets, including increasing public transport patronage by improving walkability to and from stops.
3. Fund Victoria Walks \$450,000 per annum to: facilitate community engagement; provide walking input into government and council policy processes, including greater walkability in metropolitan growth areas; and promote a more diverse range of quality walking experiences in all parts of the state, including walks accessible by public transport.

Create 20-Minute Neighbourhoods and connect with nature

People want to live in walkable neighbourhoods with shops and services close by. But suburbs need to be designed for walking. Even in the middle and outer suburbs, 21% of people walk to local 'main street' shops, while only 6% of customers walk to malls surrounded by car parks and major roads.²⁶ To increase levels of walking, we need to invest in walking in middle and outer suburbs.

Public transport and walking go hand in hand: 94% of trips to bus and tram stops are on foot.²⁷ But even though the majority of bus stops are on roads with a speed limit of 60 km/h or more, most do not have a pedestrian crossing.²⁸ We need invest in safe, convenient walking routes to public transport to increase patronage levels.

The Victorian Government should:

4. Continue to invest in public transport, including higher frequency of services.
5. Review planning provisions for activity centres, including arterial road design and car parking requirements, to create more walkable shopping areas.
6. Concentrate new housing within 800 metres of town centres and train stations and 400 metres of tram and high frequency bus stops.
7. Include pedestrian crossings in the scope of new and upgraded public transport stops on roads with high traffic volumes, or a speed limit of 60km/h or more (or alternatively reduce vehicle speeds).



²⁶ Eady, J and Burt, D (2019). Walking and transport in Melbourne suburbs. Victoria Walks, Melbourne, November 2019.

²⁷ Eady, J and Burt, D (2019). Walking and transport in Melbourne suburbs. Victoria Walks, Melbourne, November 2019.

²⁸ Eady, J and Burt, D (2021). Getting to the Bus Stop. Victoria Walks, Melbourne.

Safer streets

Everyone deserves to get home safely, but in the 2021/22 year a quarter of the road toll in Melbourne were people on foot, and 38% of the people killed while walking on our streets were aged 70 or older.²⁹

By international standards, Australia has high urban speed limits. Lower speeds make for safer, more pleasant streets. A Canadian study found that reducing the speed limit from 40km/h to 30km/h resulted in a 67% decrease in serious and fatal injuries.³⁰ But current state policy makes it very difficult for councils to apply a 30 km/h limit. The community supports safer speeds – a survey by the federal government found 88% of people are supportive of 40 km/h speed zones in areas with high pedestrian activity.³¹ In the Victorian Walking Survey, even 30 km/h speed limits were not opposed by a majority of respondents.³²

²⁹ TAC Searchable Road Trauma Statistics for the period 7 June 2021 to 6 June 2022.

³⁰ Fridman, L., Ling, R., Rothman, L., et al. (2020). Effect of reducing the posted speed limit to 30 km per hour on pedestrian motor vehicle collisions in Toronto, Canada - a quasi experimental, pre-post study. BMC Public Health 20, 56.

³¹ Van Souwe, J., Gates, P., & Bishop, B. (2018). Community Attitudes to Road Safety – 2017 Survey Report. Australian Government, Canberra.

³² Victoria Walks 2021 Walking Survey <http://www.victoriawalks.org.au/survey/>

“Safer speeds in local streets just makes sense.”

Glen Yates, parent
Kingsville Primary School

The Victorian Government should:

8. Provide pedestrian crossings on main roads near housing and facilities for older people, and on routes that have been identified as popular with older pedestrians.
9. Give pedestrians higher priority in traffic light operation.
10. Promote driver awareness education campaigns to encourage drivers to ‘share the road’ and improve understanding of road rules, particularly where pedestrians have priority.
11. Reduce the default urban speed limit from 50 to 40 km/h.
12. Review speed limits on urban roads with a current limit of 60km/h or higher, especially public transport routes and near activity centres.
13. Provide the capacity for councils to apply 30 km/h speed limits in places they deem appropriate, such as CBDs, suburban shopping areas, near schools and residential areas.
14. Review the road rules to provide consistent pedestrian priority at intersections and in car parks.
15. Provide good lighting along walking routes commonly used to access places at night, including town centres and retail areas, public transport stops, healthcare, employment and tertiary education.

#LoveWalking



Friendly footpaths

People on foot, particularly older people, find sharing paths with fast moving bikes and e-scooters intimidating. Even before e-scooters were around, more than 5% of pedestrian hospitalisations were due to being hit by a bike or mobility scooter.³³ Being hit or even startled by an e-scooter can cause people to fall and injure themselves.

The Victorian Government should:

16. Reserve footpaths for people walking and using mobility aids at human speed (not for bikes, e-scooters or similar vehicles).
17. Keep footpaths clear of obstacles, including electric vehicle charging points.
18. Resource and task police to enforce footpath laws.
19. On main roads, provide protected bike lanes for bicycles, e-scooters and other 'micromobility' devices.
20. Provide separated walking and cycling paths rather than shared paths, except in recreational areas that are not intended as commuter or sports cycling routes.
21. Provide TAC or equivalent compensation for walkers injured in crashes with people using bikes, e-scooters, mobility scooters or other similar devices.

³³ Oxley J, O'Hern S, Stephan K, Burt D and Rossiter B, Understanding Pedestrian Crashes in Victoria, Victoria Walks, Melbourne, July 2020.

³⁴ Victoria's nature-based outdoor economy, Marsden Jacob and Associates 2016, prepared for Outdoors Victoria & Sport and Recreation Victoria.

Walk to school

Walking to school is an important stepping-stone to independence for children. Our kids deserve the chance to enjoy the freedom and fun of walking to school like their parents and grandparents did.

22. The Victorian Government should develop a Walk to School program that includes:
 - a) Education and awareness campaigns to encourage walking to school
 - b) Staff in government or councils to engage directly with schools
 - c) An accompanying street improvements program and funding to provide crossing facilities and footpaths where needed.

Connecting with nature

Recreational walking, especially along waterways and in the bush, gives us a chance to reconnect with nature and de-stress. It is estimated that half of Victorian's nature-based physical activity is walking.³⁴ Even when we can't get away to the bush, walking down a leafy street can lift our spirits.

Recreational walking significantly increased during COVID-19 'lockdowns.' In June 2020, visits to the 'Walking Maps' section of the Victoria Walks website increased by 2.6 times compared to June 2019 as people looked for walks around Victoria. Visits to the Walking Maps site continues to be much higher than pre-COVID.

In addition to investing in new trails and other facilities for connecting with nature, the Victorian Government should:

23. Maintain public access to the coast, including walking along the coast, as sea levels rise.
24. As part of urban greening and climate change mitigation projects, target increased tree planting to areas that will provide shade and amenity to people walking.

Beaufort Lake is an important recreational asset for the local community, but old boardwalks need replacing. Pyrenees Shire Council is seeking \$500,000 to redevelop the park



Regional tourism

Walking related tourism has a positive impact on communities and regions across Victoria, providing jobs and contributing hundreds of millions of dollars into local economies.

Walking tourism benefits:

- **Destinations**, because it enables them to provide authentic local experiences to encourage visitors to explore less visited areas, spend more and stay longer.
- **Visitors**, because they choose activities relevant to their interests, providing contact with nature and culture and deeper interaction with locals leading to higher visit satisfaction.
- **Locals**, because it helps them to be more physically active and care for the environment.

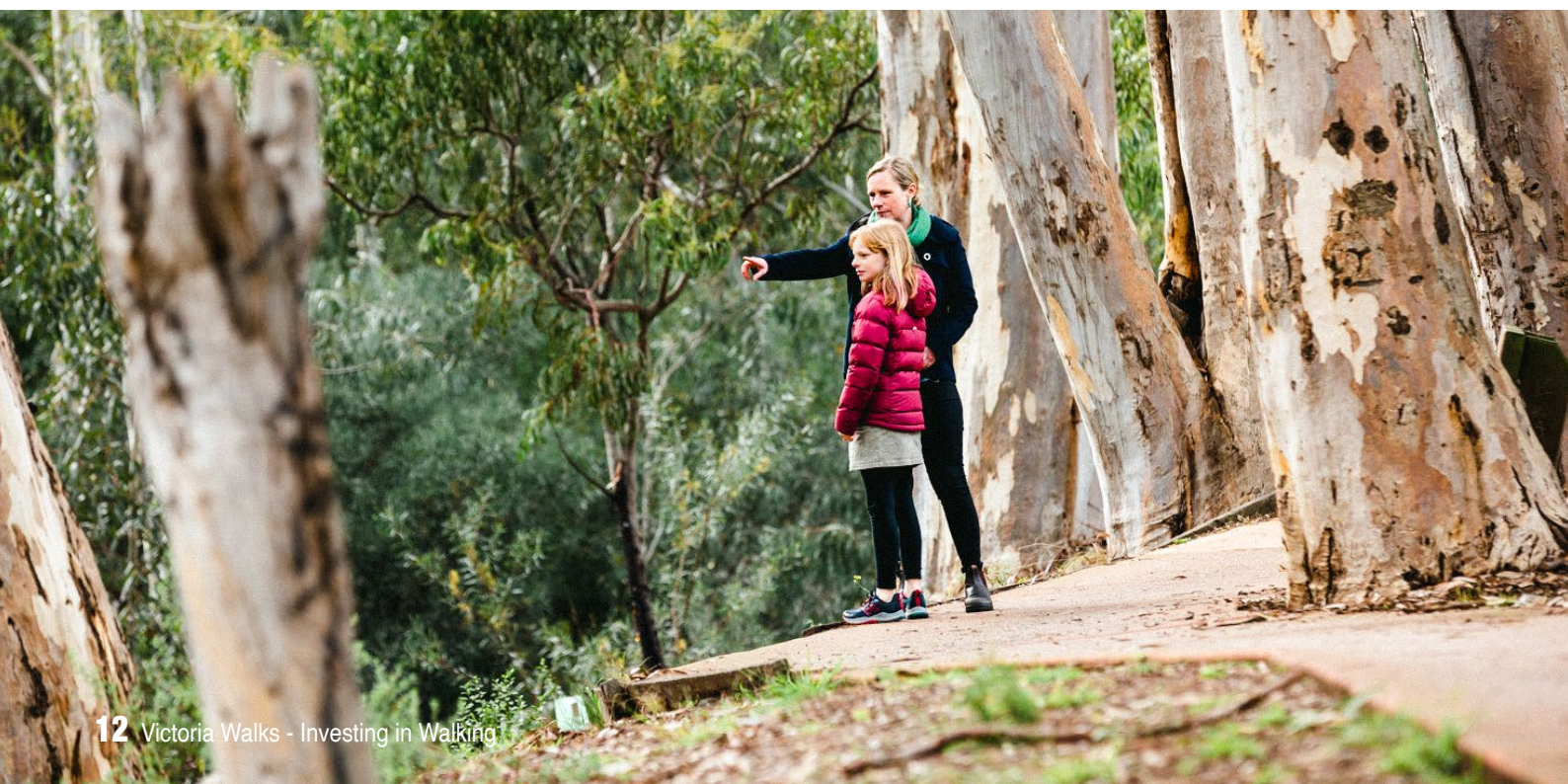
Victoria needs an action and investment plan to develop walking tourism options for communities across the state, create and improve trails, and increase walking promotion. There are opportunities to create new walks, better showcase existing walks and give visitors improved information. This will disperse tourist dollars across Victoria, particularly to areas that have been hard hit by bushfires and the downturn in tourism with COVID-19.

Funding to Victoria Walks is also needed to map walks in an enticing, contemporary and accessible format, particularly on our highly popular www.walkingmaps.com.au, and enable us to promote walking tourism in partnership with councils and the tourism sector.

In addition to investing in new paths to growth, health and recovery in Victoria's regions, the Victorian Government should develop a Regional Walking Tourism Strategy, including:

- 25.** Identifying which parts of Victoria should be developed as walking tourism destinations and provide targeted investment for trail improvement and walking promotion.
- 26.** Supporting Visitor Information Centres, councils and other local organisations to map and promote local walks to complement regional tourism promotion.
- 27.** Supporting Parks Victoria to work with the tourism sector and Victoria Walks to provide better information on walking options in parks across Victoria.

Specific examples of potential tourism investment, from small signage upgrades through to the development of signature trails of state significance, are outlined on page 17.



Support communities across Victoria to create safer streets and more vibrant places

- Developing an attractive, safe and connected walking network that encourages people to support local activity centres, efficiently access public transport, and walk to local activities.
- Providing local walking access to parks, rivers, bays and forests, to improve mental and physical health.

Projects already submitted by half of Victorian councils

- Pedestrian crossings
- New and upgraded footpaths
- New and upgraded recreational trails **422 projects**
\$298 million*
- Other improvements like trees, lighting, playstreets

* The indicative budget does not include the very small proportion of projects where a cost estimate is not available

Victoria Walks proposed investment for all councils and other agencies

- A four year program to improve the safety, amenity and opportunity for walking in Victorian communities **850 projects**
\$600 million

Footpaths are the foundation of public space, but many are in poor condition. In the Victorian Walking Survey, when people were asked what would help them to walk, easily the most common response was more or better footpaths. And 55% said they experienced problems crossing main roads. Children in particular need streets that are safe, welcoming and easy to walk around. Building suburbs that force parents to drive their kids everywhere is unfair on both the parents and children. Let's give our kids the same opportunities to have fun and build independence that we had when we were young.

Apart from getting around, the importance of local streets for recreation and exercise has only grown during COVID-19. In a 2020 survey, 42% of people were walking in local streets most days. By comparison, no other type of public space was used by more than 10% of people on a daily basis.

In the Victorian Walking Survey, when people were asked what would help them to walk more, the second most common response was nature trails, parks and attractive places to walk with good scenery – “more walking trails with nature.”

Councils are ready to provide these links to nature and safer streets. From the 50 per cent of councils who responded to our request for local walking improvements there were hundreds of shovel ready projects identified, including:

- **318 projects to create safer and more walkable suburbs were identified at a cost of \$182.5 million.** These covered new footpaths (\$78 million), safer pedestrian crossings (\$72 million), streets trees, lighting and amenity improvements (\$29 million) and establishment of walking plans and community programs (\$3 million).
- **104 different recreation trail projects were also identified at a cost of \$115 million.** These included several project suggestions made in collaboration with water authorities, focussing on increased access to waterways and green space.³⁵

The need is much greater than the \$300 million of projects identified by our sample of councils. The project examples represent two years of necessary investment, so \$150 million per annum is needed to give all councils and public agencies the capacity to deliver the safer streets and recreation opportunities that the community want.

“Locals like to walk, but crossing Bayswater Road to access the shops or bus stop is difficult and dangerous”

- Eastfield local Daniela De Martino.

³⁵ The local recreational trails identified here exclude projects that have a strong tourism focus, which are in the next section

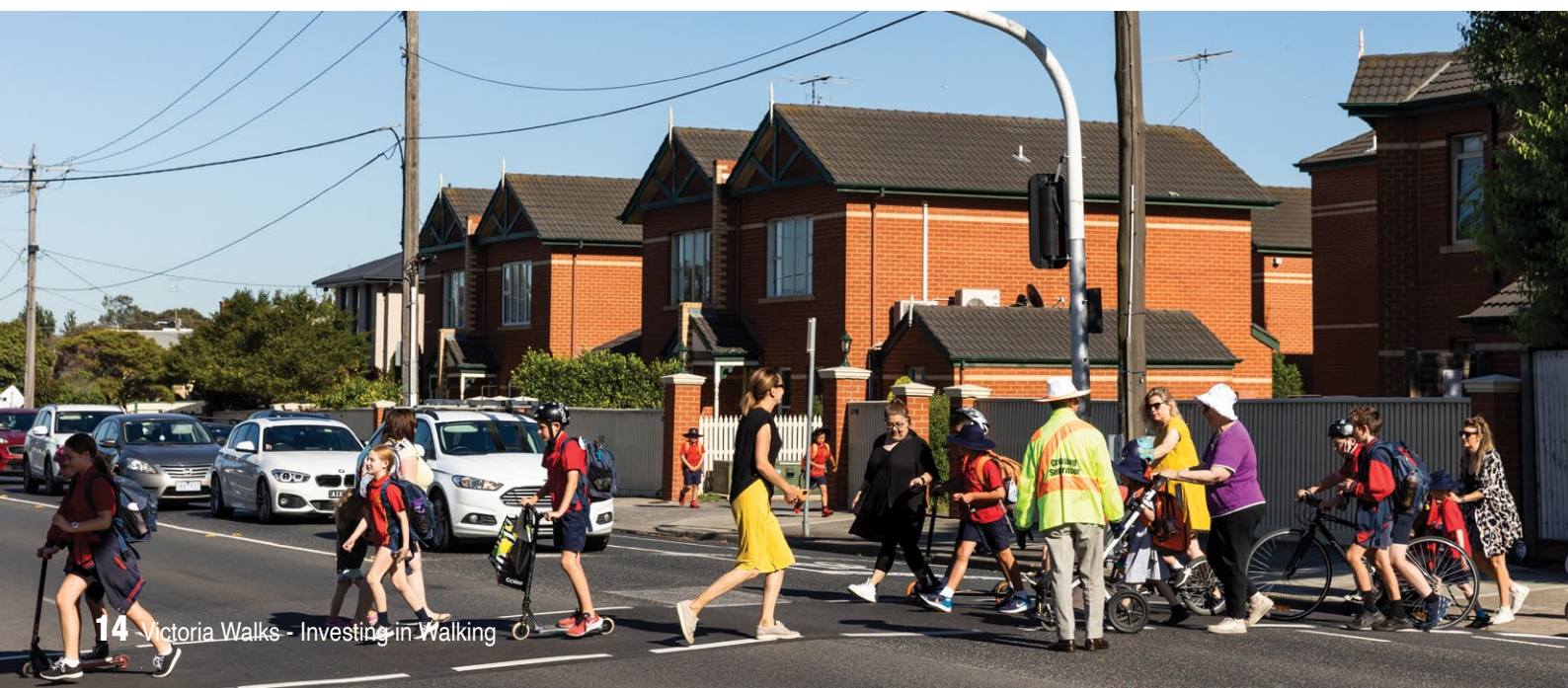
Disclaimer:

The specific project details in this document are based on information provided by councils and other organisations. Victoria Walks is reliant on councils for the accuracy of that information and the accuracy may vary. Indicated costs are estimates only

Project examples:

Examples of some of the projects proposed by councils are set out in the table below. In some instances, a listed 'project' represents a broader program of works. In Mitchell Shire, for instance, path construction across 40 sites would create 16km of new footpaths (\$11.8M).

Council	Project	Description	\$ investment
Baw Baw	DDA Compliance Program	Upgrading Council's pram ramps to improve connectivity and accessibility	150,000
Hume	Crossing program (splitters/pram crossings/platforms)	Council has identified 20 priority sites where new works to support crossing the road will improve the safety and connectivity for walking. This includes better access to Coolaroo Station, and crossings for new primary schools opening in 2024.	835,000
Banyule	Open Streets Trial	Using the Open Streets or Play Streets (VicHealth/CoDesign) methodology, temporarily close access streets in the vicinity of 3 Banyule primary schools to through traffic to allow active transport and play before and after school.	100,000
Stonnington	Forest Hill Liveability and transit hub project	Streetscape works to widen footpaths, add landscaping, improve lighting and calm traffic in the heavily built-up area near South Yarra.	3,000,000
Mitchell	'Missing link' connections program	Through a strategically focussed works program, 40 individual projects in the municipality have been identified that, collectively, deliver 16km of new footpaths. These connect residential areas to schools, open space, local commercial precincts, and the Seymour Regional Hospital.	11,800,000
Ballarat	Active Transport - Trails and Connections Project	Safe walking connections to encourage healthy active recreation and improved connectivity to open space, schools and residential areas.	1,000,000
Hume	Upper Moonee Ponds Creek Trail	Part of the Melbourne Water 'Chain of Ponds' project – improving community access to the Upper Moonee Ponds Creek through signage and path upgrades, and enhancing the visitor experience in and around Woodlands Historic Park.	3,000,000
Pyrenees	Beaufort Lake Boardwalk	The Beaufort Lake is a drawcard for residents and visitors to enjoy and exercise. The paths and many boardwalks require renewal and upgrade to ensure they are safe and accessible for all.	500,000
Shepparton	Yahna Gurtji Shared Path	Continues the implementation of the RiverConnect Shared Paths Masterplan. Project provides a safe and direct active transport link, supporting recreation and commuting options for residents and visitors of Mooroopna.	900,000
Whittlesea	Yan Yean Pipe Track	Completes missing sections of the Yan Yean Pipe Track in Thomastown, Mill Park and Doreen to create a significant regional recreational asset. This includes pedestrian operated signals and crossing points at major road intersections, and links to nearby places of interest.	4,850,000



Case study – Eastfield Shopping Centre Access Improvements

The Eastfield shops sit at the heart of the community of Croydon South in Melbourne's eastern suburbs.

But for locals, getting to the shops is hardly a walk in the park, because many need to cross Bayswater Road to get there. With a 70km/h posted speed limit, this is a challenge. It is common for people walking to make dangerous dashes across the road.

"Locals like to walk, but crossing Bayswater Road to access the shops or bus stop is difficult and dangerous," says local resident Daniela De Martino.

Maroondah City Council's Eastfield Shopping Centre Access Improvement Project is about the provision of dedicated pedestrian crossings and other treatments to improve accessibility.

In 2019 the Croydon South 20 Minute Neighbourhood Pilot project, including an assessment of the area by Victoria Walks, confirmed the importance of providing pedestrian access to the Eastfield Shops.

The road configuration at the Bayswater Road, The Mall and Lucille Avenue intersection causes complex traffic movements that have the potential to put pedestrians at risk and discourage walking.

The area is not accessible for everyone, with significant grade changes where the footpath meets the road. Council has received reports of mobility scooter users becoming wedged and stuck as a result.

The existing bus stops are poorly positioned and could subject people to injury or falls from a bus as well as creating a risk of vehicle crashes such as rear-end accidents.

New traffic lights at the intersection of Bayswater Road, The Mall and Lucille Avenue will mean people walking will not have to dodge 70 km/h traffic to reach the shops

Proposed enhancements include:

- A new pedestrian signal crossing at the Bayswater Road, The Mall and Lucille Avenue intersection;
- Better bus stop layouts; and
- Wombat (raised zebra) crossings on all slip lanes at the intersection of Bayswater and Eastfield Roads, to address the issues with footpath grades.

The proposed new pedestrian crossing and treatments on Bayswater Road near the shops are required to make it safer and more convenient to cross Bayswater Road," Daniela says.

"We know it is important for everyone in the community to be able to walk to the shops, bus stop or reach local trails"

- Andrew Taylor, Manager Engineering and Building Services, Maroondah City Council.

"These pedestrian focused modifications will connect Eastfield Shops and give priority to pedestrians to make the local walking experience safer, enjoyable and more relaxed."

Council

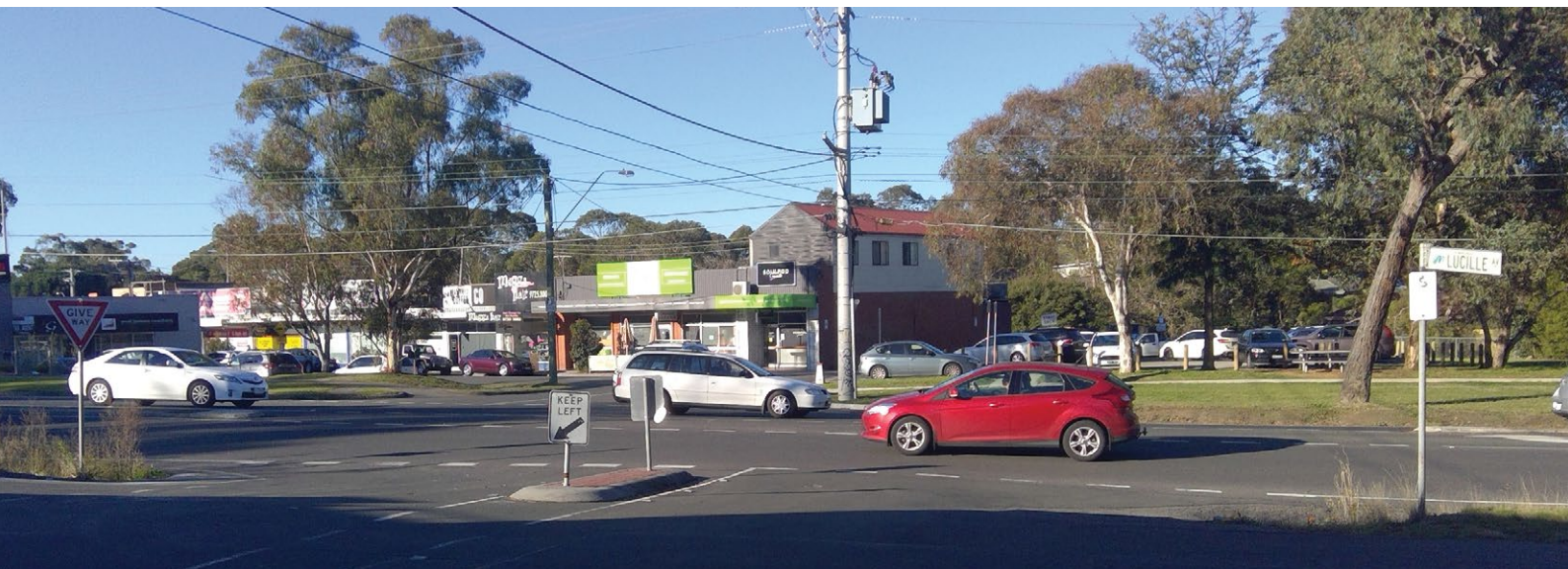
Maroondah City Council

Cost:

- **\$7.5 million**



Improvements at the intersection of Eastfield and Bayswater Roads will make crossing easier for people with limited mobility



Case Study

– Horsham school paths and crossings

Horsham Rural City Council has identified six different sites where the completion of missing links will improve opportunities for students and parents to walk safely to school.

One of the schools to benefit will be Horsham Primary School, on the eastern side of the town, next to the parklands on the Wimmera River.

“Horsham Primary School encourages students to walk, ride and scoot to school as it is an easy way to get some regular exercise each day,” says Principal Chris Walter. “Beginning the day with some exercise also is great preparation for learning.”

But it’s not only the kids who are on the move. “Our school not only has a lot of student foot traffic each day but also a lot of community traffic,” Chris says. “The Sunnyside Lutheran Rest Home borders our facility [...], and the Wimmera River is another attraction that brings many people past and through our school for a walk.”

While it’s great that a wide range of people are walking, this has its complications. “Not all of the current walking tracks on the perimeter of our venue are of a high standard, which often leads to people coming inside our grounds,” Chris explains. “This is not the safest option as one of the regular paths people take is through the staff carpark. With fifty staff at our school car park can have busy moments, which can be problematic because it is not a place where foot traffic is not to be expected.”

The Council plans to construct new paths in the Sunnyside Park next door. This will provide better connections and a pleasant walk through the park to the school from the main part of the town. As a bonus, it will also provide a nice loop walk around the park to improve the neighbourhood.

“Any upgrade to walking tracks would be greatly appreciated by our students and also the surrounding community”

- Chris Walter, Principal, Horsham Primary School

In addition to the proposed footpath works near Horsham Primary School, projects to provide improved walking access to the nearby St Brigid’s College and Holy Trinity College are also proposed.

Council

Horsham Rural City Council

Cost:

- **\$540,000 for six sites**

As part of proposals for six sites, Horsham Rural City Council wants to build new paths through Sunnyside Park to connect to Horsham Primary School



Forge new paths to growth, health and recovery in Victoria's regions

Creating walking trails around the state to provide family-friendly holiday activities, attract tourists, extend visitor stays and create local jobs in regional Victoria.

Projects already submitted by half of Victorian councils

- New and upgraded trails, with a tourism focus
 - Supporting works like signage, seating
 - Planning for new projects
- 100 projects**
\$171 million*

* The indicative budget does not include the very small proportion of projects where a cost estimate is not available

Victoria Walks proposed investment for all councils and other agencies

- Four year investment to develop high quality walking tourism opportunities
- 200 projects**
\$340 million

According to the UN World Tourism Organisation: "Walking tourism is now one of the most popular ways to experience a destination".

Walking related activities provide jobs and contributes hundreds of millions of dollars into local economies in select areas of Victoria. Walking tourism tends to focus on popular, well-known walks, resulting in many communities missing opportunities to grow their economies.

Project examples:

Council	Project	Description	\$ investment
East Gippsland	Krauatungalung Walk	8km walk/boardwalk around Cunninghame, Arm Lakes Entrance	8,000,000
Glenelg	Budj Bim Heritage Landscape Trails	Consultation phase, developing regional partnership with the Gunditjmarra Traditional Owners and partners to establish world class signature trails within the Budj Bim National Park and Budj Bim World Heritage Area.	60,000
Mornington Peninsula	Peninsula Trail	Construct 11 missing links to create a 100km continuous shared use path throughout the Mornington Peninsula Shire (see earlier case study)	40,000,000
Southern Grampians	Delivery of the Volcanic Masterplan	Works at 20 distinct sites to progress implementation of the regionally significant Volcanic Masterplan.	2,291,000
West Wimmera	Edenhope Historic Walk	Connecting Edenhope's past and present for locals and tourists alike, the walk takes in the historic cricket grounds and cemetery and improves connections within the Edenhope township.	120,000
Shepparton	Goulburn River Adventure Trail	This trail will provide experiences for visitors to connect with natural assets over 46kms of trail following the Goulburn River and the communities that it flows through: from Shepparton to Murchison, linking towns such as Mooroopna, Toolamba and Tatura.	1,700,000

Now is the time to build on Victorian's love of walking to develop a more coordinated and tourism-focussed approach that encourages people to explore less visited areas, spend more and stay longer. Doing this will provide visitors contact with nature and deeper interaction with local areas, leading to higher visit satisfaction. Locals will in turn be more physically active and take greater interest in caring for the environment.

Through a sample of 39 councils, Victoria Walks has initially identified 100 different walking projects (at a cost of \$171 million) that would support local tourism. Projects range from very small (e.g., \$10,000 to improve signage and maps for the Edenhope Flora Reserve nature walk) through to new walks of state significance (e.g., \$12 million to create the Gippsland to Nyora leg of the Gippsland Trail). They highlight our contemporary history ("the Sheep Art Trail is a 900 metre open air gallery celebrating Kaniva's heritage, community and economy") and First Nations stories ("RidgeWalk offers a contemporary exploration of art, landscape and Indigenous ways of knowing").

However, the state-wide walking tourism potential is far greater than the projects already submitted to Victoria Walks. If the projects identified by councils and agencies represent two years of necessary investment, over four years we believe that 200 distinct walking tourism projects could be delivered all over Victoria. An investment of \$85 million per year for four years (\$340 million total) could be used to fund new walks, including those of state-wide significance, as well as upgrading existing tracks, trails, signage and infrastructure to create a consistent, accessible, and high-quality tourism offering. These projects would consolidate Victoria as a nature experience destination. As expected, the majority of sites are in regional Victoria.

It should be noted that there are local benefits to tourist walks comparable to the recreational path projects of the previous section. Most projects in either category would support both local recreation and regional tourism.

Case study – Krauatungalung walk

The Krauatungalung Walk is being designed as an all-abilities accessible walking circuit around the foreshore of Cunninghame Arm at Lakes Entrance. The circuit will tell stories of the local Indigenous community, while providing access to new areas of the Lake.

“You can’t walk along the south side of the lake at the moment,” says Bruce Hurley, President of the Lakes Entrance Action and Development Association, who have led the planning so far. “People will be able to experience a scenic walk around the lake, through natural bushlands.”

Designed as an all-abilities route with boardwalks and formed paths, it will give people who have otherwise been excluded an opportunity to enjoy a coastal walk. “People with mobility scooters, wheelchairs, pushing prams, anyone who struggles to walk over sand dunes really, they can’t explore this area at the moment,” says Bruce. “If we can get funding they will be able to enjoy this beautiful spot like everyone else.”

Krauatungalung is the original name of the area and one of the five clans of the Gunaikurnai people of East Gippsland.

“The project will commission local artists to tell the story of the Lakes Entrance Aboriginal community and the Traditional Owners of this special place. There will also be guided walks for residents and tourists led by local aboriginal people, to enhance the story of their history and the environment of the lake,” says Bruce.

“It’s part of a reconciliation process between the aboriginal community and the other people of Lakes Entrance, giving the local aboriginal people a sense of ownership in the contemporary community.”

- Bruce Hurley, President of the Lakes Entrance Action and Development Association

Outline of the proposed path (red line) with identified points of interest



The walk is right next to the Lakes Entrance town centre, so will be very prominent and easy to use for both visitors and locals.

“It will create an opportunity to deepen understanding and respect of the indigenous culture in a way that has never been done before, in such a high-profile location in East Gippsland,” Bruce said.

“The walk will be a practical demonstration of respect and healing by increasing our mutual understanding of the rich Indigenous heritage of Lakes Entrance,” says Terry Robinson, Chief Executive of Destination Gippsland.



Artist's impression of part of the proposed boardwalk

“While offering both economic and lifestyle benefits, it is the focus on delivering increased visitor numbers, and demonstrated community benefit, including Indigenous participation, and support for local business that we believe make this a standout project.”

“The Krauatungalung Walk will have multiple benefits,” says East Gippsland Mayor Mark Reeves. “The walk offers a unique opportunity to link in and complement the existing foreshore developments and additionally offer a unique cultural experience for all members of the public that is accessible to all. This combination of world class cultural, and environmental experiences; and access to beach and coastal views will further enhance Lakes Entrance as a tourist and enviable lifestyle destination.”

Council

East Gippsland Shire

Estimated Cost:

- **\$8,000,000**

Appendix 1

Council and agency project list

Victoria Walks invited all councils in the state to provide proposed walking projects that had not already been funded in March 2022. With the exception of a small number that have been excluded by Victoria Walks, mainly because they were not considered to be primarily walking projects, all the projects that were submitted are outlined below. The list includes some projects that were subsequently volunteered by other agencies.

It should be noted that:

- The indicative budget does not include the very small proportion of projects where a cost estimate is not available (those projects are noted in the table).
- Victoria Walks is reliant on the councils and agencies for the accuracy of the information provided, including cost estimates.

Supporting communities across Victoria to create safer streets and more vibrant places

Region	Snapshot of local area projects identified	Project scale ¹	Indicative budget (\$)
Ballarat	Active paths to school program	*	8,190,000
	Footpath renewal	***	
	Street trees and furniture	**	
	Trails and Connections Project – providing links to open space	***	
	Shared path construction (Sturt St; Learmonth Rd)	***	
Banyule	Open Streets Trial	*	3,205,000
	Safe Access Audits	*	
	Wiser Walker courses	*	
	Improvements to Plenty River Trail including bridge, path and signage upgrades	***	
	Multiple shared use paths & station links via Diamond Ck & Plenty River Trail connection	***	
Bass Coast	Kilcunda Pedestrian and Intersection Safety Improvements	***	7,520,000
Baw Baw	DDA Compliance Program	**	150,000
Brimbank	Walking groups and programs	*	TBD
Colac Otway	Crossings and path lighting projects	*	5,050,000
	New footpath connections	***	
Glenelg	Footpath maintenance and renewal	***	21,315,000
	New cross-town linkages	**	
	Flinders Park Masterplan Implementation	**	
Greater Bendigo	Reimagining Bendigo Creek – implementing the action and investment plan	***	10,758,500
	Completing gaps in the footpath network	***	
	Crossings and underpasses - 13 sites	***	
	Strategy & information to support walking, including active transport implementation and infrastructure plans; walking groups; trail signage; automatic trail counters	**	
Greater Dandenong	Cranbourne Rail Corridor - shared path planning	**	27,500,000
	Signalised crossings at Stud Rd and Heatherton Rd	***	
	Yarraman Station Bridge	***	
	Djerring Trail extension and pedestrian crossings – Yarraman to Dandenong stations	***	
Hindmarsh	Horsham Rd footpath connection	**	860,000
	New, all-abilities railway crossing	**	
Horsham	4.4km of new footpaths across 10 priority sites	***	1,645,500
	New crossings - better access to schools, parks and trails	**	
	Upgrading the perimeter footpath of Langlands Park	**	

Supporting communities across Victoria to create safer streets and more vibrant places

Region	Snapshot of local area projects identified	Project scale ¹	Indicative budget (\$)
Hume	Raised pavements, pram crossings and splitter islands across 31 priority sites	***	3,750,000
	Five new shared paths, improving local access to transport, recreation and open space	***	
Kingston	Examining safer speeds for local streets	*	32,136,000
	New footpath connections - 12 streets	***	
	Pedestrian signals and crossings - 24 locations	***	
	Shared path linking Karkarook Park to Dingley Bypass along the Melbourne Water Drain	***	
Knox	Walking groups and activities	*	TBD
	Maintaining and developing the Knox Nature Discovery Passport program to promote local bushland reserves	*	
Manningham	Birrarung & Bullen Parks - Shared Use Bridge feasibility studies	**	3,400,000
	Pedestrian operated signals and safe crossing points - 3 sites	***	
Maribyrnong	Identifying missing links across the municipal walking network	**	6,350,000
	Pedestrian safety through new crossing points and lane modifications	***	
	Three new pedestrian operated signals	***	
	Two new local paths to improve access to the Maribyrnong River Trail	**	
Maroondah	Micromobility, crossing and access reviews (various sites)	***	27,045,000
	Paths and bridges to complete missing links (e.g., Bungalook and Tarralla Creeks)	**	
	Pedestrian signals and walk access improvements (Eastfield Shops and Baywater Rd)	***	
	Signals and shared paths at the realigned Maroondah Hwy / Kent Rd / Yarra Rd	***	
Melton	Trail upgrades (Tarralla Ck path widening; O'Shannassy Pipeline connection)	***	62,000
	Active transport maps and programs to support Melton revitalisation strategy	*	
Mitchell	Burn 2 Earn – digital incentive to walk to school for secondary students	*	11,794,800
	16km of new paths to schools, parks, transport, healthcare and commercial centres	***	
Moira	Rail Trail connection at Tallarook	*	3,300,000
	New Footpath Investment Program	***	
Monash	Pedestrian suspension bridge over the creek next to the Ryans Rd bridge Nathalia	**	9,670,200
	Djerring Trail - Full length (2.75km) upgrade, 3m path, lighting and landscaping	***	
Moonee Valley	Widening and upgrades of the shared path network, including Scotchman's Creek, Dandenong Creek and the Monash Freeway trail	***	2,040,000
	Maribyrnong River Trail - Charles Street Entrance Upgrade	*	
	Moonee Ponds Creek upgrades - 750m widened concrete path; underpass lighting	**	
	Art murals to improve amenity: Lower Moonee Ponds Creek [Melbourne Water]	**	
	Tullamarine Freeway shared path upgrade	TBD	
Moorabool	Moonee Ponds Creek Trail – boardwalk replacement; path widening and upgrades	***	11,750,000
	Footpath connections: retrofitting footpaths into older sub-divisions	**	
	Aqualink Cycling and Walking Corridor – linking the Lerderderg and Werribee Rivers	***	
Port Phillip	Safe crossing point program	**	3,400,000
	Improve pedestrian safety & connectivity: Alma, Blessington, Williamstown roads	***	
Shepparton	Inkerman Safe Travel Corridor - lower speeds (40km/hr) and crossing point	*	900,000
	Yahna Gurtji Shared Path – continuing the implementation of the RiverConnect Shared Paths Masterplan	**	

Supporting communities across Victoria to create safer streets and more vibrant places

Region	Snapshot of local area projects identified	Project scale ¹	Indicative budget (\$)
Southern Grampians	40 projects: new pathways; improved access to parks & services; complete missing links	***	2,051,000
	Building a network of shared paths and open space connections	**	
Stonnington	Lighting upgrades on Main Yarra Trail and Gardiners Creek Trail	**	24,162,920
	'Safe to school' program	*	
	Safety, streetscape, lighting & accessibility projects (Chapel St; Toorak Rd; Forest Hill)	***	
	Warrigal Road crossing upgrade at Holmesglen Station	**	
West Wimmera	Selected widening and upgrade works on the Main Yarra Trail and Gardiners Creek Trail	***	260,000
	Linking and maintaining local footpaths, particularly around recreation reserves	**	
Whitehorse	Accessibility improvements at the Serviceton Reservoir	*	6,760,000
	Major crossing treatments (Whitehorse Rd, Springvale Rd, Station St)	***	
Whittlesea	Smaller zebra crossing, raised threshold crossing, and safety improvements	**	40,950,000
	Walk to school behaviour change program	*	
	Shared paths improving school, open space and station connections	***	
	Completing missing links of the Yan Yean Pipe Track	***	
Whittlesea	Whittlesea to Reservoir Rail Trail	***	200,000
	Construction of 11 key town and trail shared path connections across municipality	***	
Wodonga	Develop complementary strategies (Integrated Transport; Open Space; Physical Activity)	TBD	200,000
	Completing the footpath connection to the Baranduda Fields Sports Complex	**	
Wyndham	Completing missing links on the shared path networks	***	TBD
	Construction of Wyndham Bay Trail between Werribee South Beach & Campbells Cove.	***	
Yarra Ranges	Immediate creation of 6km of new footpath network around 20 priority sites	***	8,382,200
	Accelerate delivery of smaller walk projects identified in long term capital works program	***	
	Key recreational routes (Kilsyth Pipe Track Extension; Little Yarra Trail circuit)	***	
	Complete missing links and improvements to the shared path network (Black Springs Rd trail, Brushy Creek Trail)	***	
Barwon Water	Footbridge and missing links along the Barwon Water (Scenic Rd) pipe reserve corridor	***	9,800,000
	Ocean Grove North to Drysdale shared path and regional parkland connection	***	
Melbourne Water	A Chain of Ponds project -improving community access to the Upper Moonee Ponds Creek through signage and path upgrades (Hume region)	***	3,500,000
	Extension of the Werribee River trail to provide a continuous walking trail from the Werribee Park tourism precinct to the river mouth (Wyndham region)	TBD	
	Art murals to improve amenity: Lower Moonee Ponds Creek [Melbourne Water]	**	
	Reinstate Lower Moonee Ponds Creek shared path (Inner Melbourne region)	TBD	
Grand Total			\$ 297,858,120 +

¹ Investment estimates: *** - over \$1M; ** - over \$100,000; * - under \$100,000

Forging new paths to growth, health and recovery in Victoria's regions

Region	Snapshot of local area projects identified	Project scale ¹	Indicative budget (\$)
Ballarat	CBD outdoor dining and streetscape activation	**	3,300,000
	Project to light the Lake Wendouree Walking Track	***	
Bass Coast	Cowes to Penguin Parade: Linking Cowes and the Island's biggest tourism attraction	TBD	26,000,000 +
	Cowes to Rhyl trail	**	
	Gippsland Odyssey: Woolamai to Nyora leg of the Gippsland Trail	***	
	Summerlands Peninsula Trail – 18 kilometres of world class, accessible trails linking the Penguin Parade to the Nobbies	***	
Baw Baw	Rokeby - Noojee Shared Trail	***	5,100,000
	Development of the Five Towns Trail (connecting Drouin, Warragul, Nilma, Darnum and Yarragon) and other shared paths in the region	***	
Colac Otway	Fishermen's Co-operative Promenade Pedestrian Connection	**	
	Walking projects associated with the Forrest MTB Revitalisation project, including walking loops and path lighting	**	
	Old Beechy Rail Trail – realignment and track improvements	***	
	Lavers Hill to Crowes/Melba Gully Off-Road Trail	***	
	Highview Trail Feasibility Study	**	
	Additional township connections to the Great Ocean Rd Coastal Trail	TBD	
East Gippsland (and surrounding areas)	Multiple stages constructed of the broader Gippsland Odyssey Trail, ultimately connecting with existing trails to form a 700km high-quality multi-use trail network	***	37,570,000
	Gippsland Lakes Aquatic Trail – combining walking, riding and paddling stages to explore the region and appreciate the cultural significance of area to the Gunai Kurnai people	***	
	Krauatungalung Walk: 8km walk/boardwalk around Cunninghame Arm (Lakes Entrance)	***	
	Upgrade and extend Jemmy's Point Lookout Walk (Kalimna) and other coastal walks	***	
Glenelg	Three Bays Walk - Portland to Cape Bridgewater	***	21,592,000
	Planning and implementing trails of regional significance under the Glenelg Tracks and Trails Strategy. Includes Portland foreshore and clifftop trail connections	***	
	Casterton to Branhholme Rail Trail – feasibility and implementation tasks	***	
	Budj Bim Heritage Landscape Trails - Develop regional partnership with the Gunditjmara Traditional Owners to establish world class trails within Budj Bim World Heritage Area	*	
	Planning and implementation of local trails under the Tracks and Trails Strategy (e.g., Merino Stock Trail, Dartmoor Trails, Heywood Recreation and Town Trails)	**	
Greater Bendigo	Region planning activities, including development of the Tracks and Trails in Bushland Settings Strategy and Long Gully Trail Plan	*	305,000
	O'Keefe Rail Trail (Peppercorn Park) toilet facilities	**	
Hepburn	Daylesford to Hanging Rock Rail Trail	***	2,000,000
	Hepburn Trails Activation - development of existing iconic tracks and trails and exploring potential for promoting Indigenous Heritage	**	
Hindmarsh	Nhill Walking Trail Project – linking commercial centre with park and lake	**	510,000
	Rainbow Walking Trail Project – linking the caravan park to Rainbow Recreational Lake	**	
Latrobe	Morwell CBD to Toners Lane Trail	***	3,000,000
	Traralgon CBD to Gippsland Plains Rail Trail	***	
Moira	3.5km extension of the Yarrawonga to Burramine Cycling & Walking path	***	3,720,000
	Cobram to Strathmerton Rail Trail	***	
	Kinnairds Walking Track – formalising trail from the township to Kinnairds Wetlands	*	
Mornington Peninsula	Peninsula Trail – a tourism project of state significance, with construction of 11 missing links creating a 100km continuous shared use path within Mornington Peninsula Shire	***	40,000,000
Moynes	Port Fairy - Warrnambool Rail Trail upgrade: 15km of drainage and path improvements	***	1,000,000
Pyrenees	Beaufort Lake Boardwalk – maintenance and upgrade of existing tourist asset, with existing boardwalk sections at the end of their life.	**	500,000

Forging new paths to growth, health and recovery in Victoria's regions

Region	Snapshot of local area projects identified	Project scale ¹	Indicative budget (\$)
Shepparton	Dookie Rail Trail – 24km extension, more than doubling the current trail	***	6,500,000
	Goulburn River Adventure Trail – enhancing the tourist activities and connections to the environment along the 46km Goulburn River trail from Shepparton to Murchison	***	
Southern Grampians	Hamilton to Cavendish Rail Trail	***	3,195,000
	Implement key trails of the Volcanic Masterplan	***	
	Improved connectivity to local trails (e.g., Mt Rouse Walking Trail; Dunkeld Loop Walk)	*	
West Wimmera	Edenhope Historic Walk	**	620,000
	Gleneleg River Walk	**	
	Improved connectivity to the recently upgraded Lake Wallace Premier Walk	**	
	Upgrade of several local walks (e.g., Apsley Historic Walk, Kaniva Sheep Art Trail, Lake Charlegark, Edenhope Flora Reserve Nature Walk Trail)	**	
Wodonga	High Country Rail Trail – completing sealed shared path to Sandy Bridge	TBD	220,000
	Planning For Wodonga Hills 'Four Hill Trail'	**	
Yarra Ranges	RidgeWalk - 14km of new and improved tracks, architectural nodes, permanent sculptures, land art and heritage interpretation	***	12,900,000
	Warburton to Redwoods Rail Trail Extension, enabling users of the Lilydale - Warburton Trail and visitors to Warburton to access the iconic Redwood Forest	***	
Grand Total			\$ 171,107,000 +

¹ Investment estimates: *** - over \$1M; ** - over \$100,000; * - under \$100,000

Photo by Pat Whelen on Unsplash



Victoria Walks

Level 8/225 Bourke St, Melbourne VIC 3000

Registration No. A0052693U

www.victoriawalks.org.au

info@victoriawalks.org.au

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