



Maribyrnong  
CITY COUNCIL

## **DRAFT WALKING STRATEGY 2023-33**



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## Acknowledgement of Country

Council is proud to represent a municipality with such an important Indigenous history and active community. Council acknowledges the traditional owners of this land, the Kulin nation, and appreciates the rich culture and contributions Indigenous Australians have made and continue to make to this City.

## Executive summary

The City of Maribyrnong offers numerous benefits for walking, boasting an extensive street and trail network featuring scenic qualities, natural assets, historic features, and a diverse urban environment. Nonetheless, some neighborhoods, activity centres, employment areas, and open spaces exhibit quality of walking infrastructure, leading to varying rates of walking participation.

The City comprises a diverse community, with each community having a distinct perception of walking shaped by accessibility and past experiences. Ensuring that walking is accessible and safe for all is a key driver of this strategy.

In accommodating a growing population, it is critical that the City plans to provide a high-quality walking network that promotes it as a viable mode of transportation, particularly within the context of encouraging net-zero emission travel behaviour.

As the global population ages, this trend is mirrored within Australia and the City, highlighting the need to plan and design for universal access. Incorporating these considerations into mobility and recreation planning will be crucial.

With these challenges comes the opportunity to create a culture of walking and ensure its role in travel and recreation is celebrated and reflected in the design of streets and places.

The overarching objectives of the Walking Strategy are to:

- Promote a healthy and liveable City where walking is preferred for local trips.
- Create a walking network that all people are confident using.
- Strengthen the presence of walking within streets, places and transport interchanges.
- Create a walking culture that celebrates role of walking.
- Ensure walking is inclusive to all genders and abilities, to be a primary driver in elevating community health and wellbeing.

To achieve these objectives, the Walking Strategy sets out a number of ambitious but achievable actions and targets.



# 1 Introduction





# Introduction: A Walking Strategy

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## Walking is an easy, low impact and accessible form of transport

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Walking is a key element to all trips that we make. Walking can form the entire journey between destinations, a segment, or at the start and end of connections to other forms of transport, both private and public. Whether on foot or with the assistance of a mobility device, walking is fundamental to all journeys and to the makeup of our streets and places.

The Maribyrnong Walking Strategy (the Strategy) builds on the existing policy framework identified in the Maribyrnong Planning Scheme, Integrated Transport Plan (MITS), the Planning Scheme, and the Victorian Government's Movement and Place Framework and Council's Climate Emergency Action Plan 2021-2025.

The Strategy and its actions intend to continue to transform Maribyrnong into a great place for all to walk.

This Strategy seeks to prioritise and promote walking across the municipality, contributing to Council's vision to:

**Promote and encourage zero greenhouse gas emission travel behaviour by 2025**

The Strategy aligns its vision with the MITS:

- recognise the value of walking
- commit to a healthy, efficient and sustainable communities
- integrated and well connected network that makes sense
- reducing road danger
- improving walking confidence
- instilling a positive culture of walking

## Strategic context

### Creating 20-minute neighbourhoods in Maribyrnong requires investment in walkable environments

Plan Melbourne aims to make the 20-minute neighbourhood concept a reality for every person

#### State Government

Plan Melbourne is supported by the principle of 20-minute neighbourhoods. The 20-minute neighbourhood is all about 'living locally' – giving people the ability to meet most of their daily needs within a 20-minute (approximately 800m radius) return walk from home, with access to safe cycling and local transport options. The places where we live have a direct impact on our health. By creating well-designed walkable neighbourhoods that are connected through a mix of land-uses, housing types and access to quality public transport, we can create healthier, liveable communities.

The Department of Transport and Planning Movement and Place Strategy details the hierarchy of walking routes and the level of service required to be delivered to support walkable environments. The Department of Transport and Planning's (DTP) *Draft Street Design Guidelines for Urban Streets* also provide useful benchmarks for benefits and interventions that are deemed appropriate to support active transport, including walking.

The Public Health and Wellbeing Act 2008 requires Council to prepare a Municipal Public Health and Wellbeing Plan every four years or include public health and wellbeing matters in the Council Plan. Council is committed to promoting and protecting the wellbeing of our community across all life stages through working to create and improve the physical, social, natural, cultural and economic environments that promote health and wellbeing.

#### City of Maribyrnong

Local Government plays a critical role in planning, implementing and maintaining walking-related infrastructures. Most footpaths within the City are the responsibility of Council. Establishing coordinated and targeted walking infrastructure is positive in a positive walking culture.

Five key strategies underpin this Draft Walking Strategy:

- **Council Plan 2021/25** sets out a vision for a more liveable, safe, healthy and inclusive place for all. It includes a four year implementation plan to achieve the vision.
- **Maribyrnong Climate Emergency Action Plan 2020-2025** sets a target to reduce greenhouse gas emitted by transport to zero by 2025, requiring a significant investment more sustainable travel options, including walking and cycling.
- **Maribyrnong Integrated Transport Strategy 2012** outlines various municipal wide ambitions toward active transport and community connectivity. The MITS vision is for a transport system which is convenient, safe, equitable and sustainable.
- **Towards Gender Equity 2030** outlines Council's long standing commitment and vision for all people in Maribyrnong to flourish and live free from violence and discrimination and have equal status, rights, opportunities, representation and respect, regardless of their gender.
- **Municipal Public Health and Wellbeing Plan 2021-2025** outlines a plan for a healthy and active, fair and inclusive, and green and sustainable Maribyrnong. Walking is an important consideration in creating an environment which supports the health of local community members.

## Benefits of walking

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There are many economic, social, health and environmental benefits in more people walking more often across neighbourhoods, activity centres and natural environments that underpin this Strategy.

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### Economic benefits

#### Decreasing car dependency

The reliance on private vehicles in Maribyrnong has a significant impact on the cost of transport for the local community. This impact is felt by households and individuals, local businesses, and the wider economy through increased living expenses, reduced spending within the local economy, and additional costs for businesses.

Maribyrnong is currently a car-dependent city, with 38 per cent of occupied private dwellings having two or more registered cars per household. In the least walkable areas of Maribyrnong, such as Braybrook, this rate increases to 44 per cent (2021 Census).

The most recent Australian Bureau of Statistics (ABS) Census data from 2021 indicates that the median weekly household income in the City of Maribyrnong is \$1,998. The Transport Affordability Index estimates that an average of \$422.67 per month is required across a year to cover fuel, tolls, insurance, registration, servicing costs, and car repayments, as of Q4 2022.

This translates to approximately 21 per cent of the household income being spent on vehicle costs within the municipality.

#### Improved productivity and financial return

Places that are easy and pleasant to walk around are those where people want to be. In Melbourne, research found an increase of five points in the Walk Score of a suburb correlated to an increase of nearly \$300 per square metre in housing prices (Walker and Lock 2013).

Economic Case for Investment in Walking Research undertaken by Victoria Walks has found economic benefits in active transport investment. Amongst other things, the research found that:

- If half of short private vehicle trips (0-0.9 km) in Melbourne and Geelong were converted to walking, there would be 2.4 million fewer vehicle trips each week, with savings of \$165 million each year from time saved sitting in traffic.
- Investing in walking infrastructure can provide a higher economic return than other transport projects such as rail and road. Evidence from 20 different studies suggested that the benefit cost ratio of walking interventions is 13:1 – \$13 of benefit for every \$1 of expenditure.
- Strip-based retail centres are 3.5 times more likely to support walking than a car-oriented centre, such as a shopping mall.

## Environmental benefits

### A cleaner environment

The Australian Government estimated that in 2010, the Australian road transport sector was responsible for greenhouse gas emissions totalling 78.7 million tonnes of direct carbon dioxide, which increased to 90.3 million tonnes in 2020.

It is projected that cars are responsible for approximately half of this figure. The average car carrying 1.2 passengers emits 302 grams of carbon dioxide equivalent per passenger kilometre.

Research shows that when greenhouse gas emissions, noise reduction and improved air quality are considered together, the value of investing in active transport-related infrastructure is approximately 5.9 cents per kilometre travelled.

Walking contributes 0 per cent carbon emissions therefore the promotion of walking would greatly assist Maribyrnong Council in achieving their goal of carbon zero and restricting future greenhouse gas emissions being released into the atmosphere (Maribyrnong's Climate Emergency Action Plan 2021-2025).

**Australia wide, 90.3 million tonnes of direct carbon dioxide is generated by the transport sector in 2020<sup>1</sup>**

<sup>1</sup> ABS, 4338.0 – Profiles of Health, Australia, 2011-13

<sup>2</sup> Maribyrnong Road Safety Strategy 2020-2030 and [tac.vic.gov.au/road-safety/statistics/online-crash-database](http://tac.vic.gov.au/road-safety/statistics/online-crash-database)

## Connectivity benefits

### A safer, equitable and connected community

Safety is an important consideration when walking around city streets.

From 2014-18, pedestrian crashes accounted for 29 per cent of all road crashes in Maribyrnong (ABS Data), while the Maribyrnong Road Safety Strategy found that approximately 20 per cent of fatal and serious injuries involve pedestrians.

Walking is particularly important for people who don't drive, including people with disabilities, young people, and older people. 2021 Census data indicated that 12.4 per cent of Maribyrnong households do not have a registered vehicle. Data suggests that older people tend to walk most for recreation and exercise while young people walk mainly for transport, including to get to public transport (Source: Sport Australia 2019 & Garrard 2017).

**20 per cent of fatal and serious injuries within the City of Maribyrnong involve pedestrian<sup>2</sup>**

Maribyrnong has a relatively young population with a median age of 33 years. People in the 30-39 years and 10-19 years represent the largest demographic groups who travel and walk the most (VISTA).



## Social and health benefits

### A healthier population

In Australia, more than 50 per cent of adults and 70 per cent of children do not engage in sufficient physical activity, leading to various health problems such as Type 2 diabetes, cardiovascular risks, and musculoskeletal conditions. If current trends continue, nearly 80 per cent of the Australian population will be overweight or obese by 2025<sup>3</sup>.

Inactivity and obesity are significant concerns in the City. Commuting or engaging in physical activity through walking and cycling has the potential to enhance the quality of life for the Maribyrnong community, leading to better mental health and physical fitness. Furthermore, walking can also serve as a social mode of transportation in contrast to the isolating experience of vehicle travel.

Despite walking being the most popular recreational activity in Victoria, with over one million participants, its level of investment often pales in comparison to organised sporting facilities, events, and programs.

**In 2011-12 over 60 per cent of the Australian Population was either overweight or obese<sup>4</sup>**

**Over 30 per cent of Maribyrnong population either does not participate in physical activity, or does so less frequently than once per week<sup>5</sup>**

### Gender equality

Safe neighbourhoods are integral to community participation, physical activity, community connectedness. The built environment, neighbourhood design, and transport options are critical to ensuring public safety, particularly for women. Fear of gender-based violence and street harassment significantly limits the participation of women and girls in community life. This contributes to health outcome disparities, social exclusion and poor perceptions of safety for women (Women's Health Victoria. 2023).

Women aged 18-54 are twice as likely as men to take part in non-sport physical activities such as walking. Australia has poor gender inequality rating for feelings of safety when walking home alone at night – 63 per cent of women don't feel safe walking home at night compared to just 27 per cent of men. When women feel unsafe walking alone at night, their opportunities for physical activity decrease (VicHealth, 2019).

In Maribyrnong, similar to across Victoria, twice as many women felt unsafe walking alone at night compared to men (Victorian Public health Survey, 2017). Women and gender-diverse people often have lower perceptions of safety than men which can limit their participation in civic and community life, leading to less favourable health, social and economic outcomes. Women from diverse cultural and religious backgrounds, and gender diverse people are more likely to encounter acts of verbal or physical assault in public places (VicHealth 2015).

<sup>3</sup> Department of Human Services, Future Prevalence of Overweight and Obesity in Australian Children and Adolescents, 2005-25, 2008

<sup>4</sup> ABS, 4338.0 – Profiles of Health, Australia, 2011–13

<sup>5</sup> Maribyrnong Municipal Recreation Strategy 2009



## 2 Walking in Maribyrnong





# Walking in Maribyrnong

The population of Maribyrnong will increase to 103,000 by 2051, creating greater demand for mobility.

## Walkability in Maribyrnong

Maribyrnong's population is projected to have over 155,006 people by 2051 (Forecast ID). With limited capacity to expand the road network, there is a need for increased investment in alternative transport modes, including public and active transportation, to meet the mobility needs of the growing population in the future.

Walking is a crucial part of public transport use and an essential aspect of the lives of many residents. The pedestrian experience is most impacted by adjacent land uses and streetscape conditions. Facilitating a safe, inclusive, and attractive pedestrian experience contributes to creating a thriving environment for both locals and visitors.

The type of destinations available motivates pedestrians to walk. Currently, there is a higher proportion of walking in established street-based urban areas like the Footscray CBD, Seddon, and Yarraville. Figure 1 illustrates the key destinations, employment areas, open spaces, and strategic development sites in Maribyrnong.

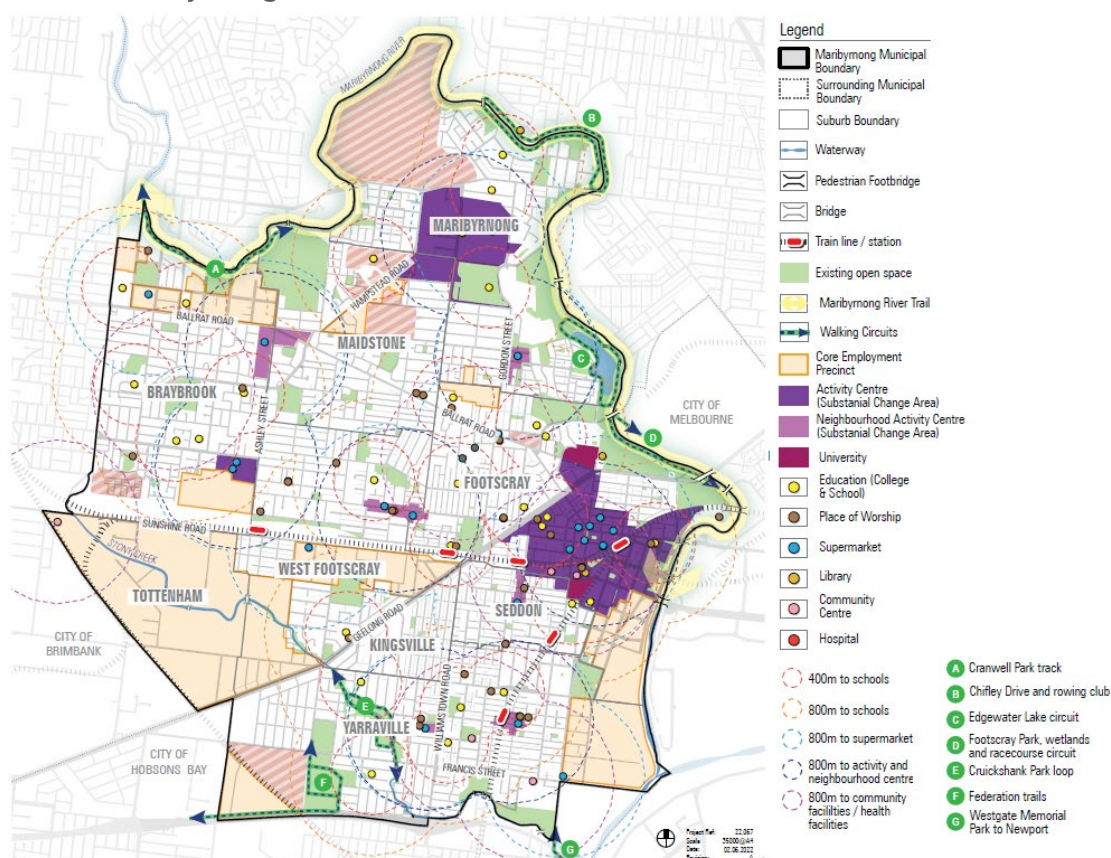


Figure 1: Key destinations and walking catchments



**Not all suburbs in Maribyrnong support walkable environments. There is a notable disproportion on the quality of existing urban environments between the eastern and western part of the City.**

### Recreational walking

A significant proportion of walking in Maribyrnong is undertaken for recreational and health purposes. According to the Maribyrnong Municipal Recreation Strategy, approximately 60 per cent of people choose to walk for recreation and exercise, with close to 90 per cent doing so once or more per week. Women are more likely to participate in walking for recreation and as their preferred physical activity for exercise. However, residents have indicated that they would participate more in these activities if access was improved.

The City offers several well-known and frequently used local and regional trails, such as the Maribyrnong River Trail. These trails offer exercise, recreation, and sightseeing opportunities for both residents and visitors, aside from commuting purposes. Recreational walking typically occurs in areas within proximity to open space. In some cases, long walking trips adopt a 'loop' format, and some of these loops are included in Maribyrnong's Walking Circuit program, such as Cruickshank Park Loop, Edgewater Lake Circuit, and Cranwell Park.

### Commuting walking

According to Victoria Walks, while most trips under 1km across Melbourne are walked, 21 per cent are still driven. If half of these vehicle trips were replaced by walking, 223,000 vehicle trips could be avoided each weekday. Data from the 2021 Census provides an anomalous insight into walking due to COVID-19 lockdowns and work-from-home directions from the State Government. The data indicated that 32.1 per cent of employees (aged 15 years and over) worked from home, while 47.5 per cent of employees travelled to work by car as a driver or passenger. Only 2.7 per cent commuted via public transport, while 1.7 per cent walked only.

In 2016, approximately 26 per cent of Maribyrnong workers travelled to work via public transport. Combined with the 3 per cent who walked to work, walking was a key part of one-third of commuting trips, excluding walking at the start or end of vehicle journeys. The north-west of the suburb recorded the highest reliance on vehicle travel to work, while Footscray recorded the highest percentage of 'walked only' trips to work, at 7.6 per cent. This highlights opportunities to encourage more people to walk to work through network enhancements and coordinated land use planning, as well as enhance walking and modal interchange for those who already choose to walk as their preferred mode of commuting.

## Neighbourhood trips

Neighbourhood scale trips are typically shorter walks (i.e., less than 1km) that are more likely to occur in areas that contain a variety and density of services, schools, and destinations, where walking becomes a viable and convenient alternative to vehicle travel.

The suburbs of Seddon, Footscray, and Yarraville are the most walkable suburbs across Maribyrnong, recording Walkscores of 80, 78, and 77 out of 100, respectively, ranking them each in the top 40 most walkable neighbourhoods across Greater Melbourne (refer to Table 01 – sourced from Walkscore). However, vast tracts of Maribyrnong, primarily towards its north and western end, exhibit poorer walking environments where residents have to travel further to access shops and services, with limited public transport access.

Table 1 outlines the level of walkability of suburbs in Maribyrnong.

Suburbs	Walk score	Ranking (walkability)	Number of residents (2021)	SEIFA
Seddon	80	35	4,860	1,060
Footscray	78	39	13,203	962
Yarraville	77	40	13,811	1,069
Maribyrnong	70	85	10,135	1,052
Kingsville	70	83	3,525	1,030
Braybrook	65	111	8,190	828
West Footscray/ Tottenham	64	115	10,215	996
Maidstone	62	131	7,768	974

Table 1: Walkscore and SEIFA comparisons for Suburbs in Maribyrnong

## Challenges and barriers

To inform the Walking Strategy Vision, Objectives and Action Plan, detailed analysis was undertaken to understand the challenges to walking that exist across the City, which may discourage walking as a primary choice of travel for all types of trips. The below summarises the key challenges and barriers to walking that were observed.

### Barriers and missing links

- Roads with vehicles travelling above 50km/hour limit opportunities for pedestrian to cross safely and create hostile pedestrian environments.
- Most public transport routes coincide with high traffic/ freight movements, creating a pedestrian environment that is stark and unsafe with few crossings and large road reserves.
- Limited opportunities to cross creeks and rivers. Most trails only exist on one side of the creek.
- Overgrown vegetation creates movement barriers, or tripping hazards.
- Areas with disconnected paths, or streets, and steep topography will limit walking even when there's popular destinations.
- Poor quality or narrow footpaths limit smooth connections from one destination to another
- A lack of pedestrian infrastructure in employment and industrial areas, discouraging walking to work or during break hours.

### Climate

- Places with a high urban heat index (UHI) retain more heat during the day increasing the average temperature.
- The tree canopy cover correlates with the UHI showing distinct areas that lack tree canopy cover and high surface temperatures.
- People are less likely to walk in areas with less shade or shelter as it is not comfortable, heat especially affects the elderly and children.

### Safety and security

- The 2011 Maribyrnong Walking Strategy found that only 38.7 per cent of females feel safe walking in Maribyrnong at night, while the rate was considerably higher for males (70.1 per cent). Issues such as poor street lighting, poor pedestrian wayfinding signage and poor street connectivity were nominated in the 'Your Ground Survey.'
- Additionally, it was also noted that some people don't feel safe walking in some areas of the municipality during the daytime due to factors including secluded areas, unsocial behaviour and conflicts with cyclists.
- Elderly people and people with disabilities have mobility restrictions and are limited to what they're able to access.
- Limited lighting, or passive surveillance of walking trails contribute to the perception of unsafe pedestrian environment.

### Road stress and conflicts

- Major roads are designated strategic walking routes, such as Ballarat Road and Geelong Road. However they also function as major freight and car routes.
- Limited separation between pedestrian and fast moving traffic increased exposure to noise, pollution and safety concerns.
- Walkers are often in conflict with fast moving commuter cyclists as they share narrow off-road trails with limited space for pedestrian to take refuge, or to 'get out of the way'



# 3 Action Plan





## The vision

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**Maribyrnong City Council is committed to creating a walkable city that is accessible and safe for all.**

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### Objectives of the walking strategy

1. Promote a healthy and liveable municipality where walking is preferred for local trips.
2. Create a walking network that all people are confident using.
3. Strengthen the presence of walking within streets, places and transport interchanges.
4. Create a walking culture that celebrates the recreational role of walking.
5. Ensure walking is inclusive to all genders and abilities, to be a primary driver in elevating community health and wellbeing.

### Walking targets

In association with its Objectives and Actions, the Walking Strategy seeks to meet the below Targets throughout its lifespan:

- Aim for a decline in the rolling three year average of traffic crashes involving injuries to pedestrians.
- Provision for pedestrian and public realm space is increased in all Activity Centres, employment areas and commercial strips.
- Walk-to-school routes and initiatives are coordinated with 3 schools per year within the municipality (primary or secondary).
- A municipal walking network and associated capital works program is established, with 15 per cent of nominated streets/paths upgraded.
- Residents working within the municipality choose to walk to work at an increase of 10 per cent, while residents who commute outside of the municipality for work choose to walk to public transport instead of driving, at an increased rate of 20 per cent (in coordination with transport frequency and coverage strategies).
- A coordinated calendar of walking events across the municipality is in place and operational.
- Half of community facilities are engaged in a 'Walking Group' program.
- Walking trails and experiences are mapped in digital and print form, and supported by high quality wayfinding signage.
- Tree canopy coverage is increased by 10 per cent along primary walking routes generally, and 20 per cent in areas with high heat vulnerability.

## Objective 1

### Promote a healthy and liveable municipality where walking is preferred for local trips

Promotion of the health and liveability benefits of walking is key to elevating it as a preferred choice for accessing local destinations and services, in line with 20-minute neighbourhood aspirations.

A healthy and active Maribyrnong fosters opportunities for all who live, work, play, and learn in the city to achieve positive physical, mental and social wellbeing. A healthy and active Maribyrnong is connected, vibrant and safe and enables active transport and formal and informal accessible opportunities for creativity, recreation and physical activity.

Participation via promotion and engagement is a key focus of this objective and its related actions, which seek to embed the promotion of walking through a series of interactive programs and events.

Engaging with business groups seeks to raise the awareness of the economic benefits associated with longer visitation in commercial centres and employment precincts via enhanced pedestrian environments over the presence of vehicle traffic.

Increased walking activity in workplaces – both as a travel choice to and from work and during business hours is beneficial for individuals and organisations.

The promotion of walking as a first choice through a series of interactive programs and events while also increasing social connection provides benefit to both personal health and a healthy urban environment, where net zero travel emission behaviour is encouraged.

The Walking Strategy will be coordinated with the planning of existing and future services to enable walking as a valid transport option in 20-minute neighbourhoods.



## Objective 1: related actions

#	Action	Timeline	Responsible
A1.01	Ensure Local Area Traffic Management Studies deliver information and planning for 20-minute neighbourhood design and delivery.	Ongoing	Transport, Active Transport
A1.02	Engage with local business groups to: <ul style="list-style-type: none"> <li>Advocate for the economic benefits of improved public realm outcomes and pedestrian prioritisation in commercial areas (supported by pedestrian spending and visitation duration research).</li> <li>Advocate for walking initiatives such as 'Walk to Work' days.</li> </ul>	Short term	Active Transport, Economic Development
A1.03	Continue monitoring footpaths (as per the Maribyrnong City Council Road Management Plan 2021) and review auditing processes to ensure the frequency of registering issues and potential upgrades meets best practice.	Medium term	Maintenance, Assets and Active Transport
A1.04	Undertake an annual evaluation of the Action Plan to track the progress of Walking Strategy and update priorities to align with emerging challenges and opportunities.	Ongoing	Active Transport
A1.05	Work in partnership with tertiary institutes (such as Victoria University), local schools and the Department of Transport and Planning to develop a promotional program targeting walking to and around campuses, and road safety for students and staff. Continue to review and update to capture new and growing schools throughout the duration of the strategy.	Medium term	Active Transport, Smart Cities
A1.06	Create an internal 'walking task force' at Council to oversee the promotion and integration of walking programs within Council and within the community.	Immediate	Active Transport

## Objective 2

**Create a walking network with a clear hierarchy that people of all user groups and abilities are confident using**

This objective sets out a series of actions that strive towards establishing a network of key walking routes, in order to plan for upgrades in walking infrastructure and in mitigating barriers to walking.

While every street should encourage safe and high quality walking, not all streets are equal in their role and capacity to connect key neighbourhood destinations. Understanding the routes within the walking network that link destinations helps to prioritise upgrades that improve accessibility and local living.

An understanding of a walking network also helps to coordinate various actions in the broader Council that are not directly linked to the construction of paths or intersection upgrades, but contribute to the amenity of journeys such as tree planting strategies. It also helps plan to infill network gaps to encourage walking in a range of land use settings, such as industrial and employment areas, or through future redevelopment sites to increase the permeability of the municipality.

Actions seek to lay a foundation for Council to establish a network in order to strategically coordinate upgrades to walking infrastructure and existing barriers.

## Objective 2: related actions

#	Action	Timeline	Responsible
<b>A2.01</b>	<p>Develop a mapped aspirational Walking Network underpinned by the 20-minute Neighbourhood Model and Movement and Place Framework, considering the following:</p> <ul style="list-style-type: none"> <li>▪ improving walking infrastructure between neighbourhoods, public spaces, shops, activity centres, public transport, education and employment areas.</li> <li>▪ Identify walking and Shared User Path network gaps; and</li> <li>▪ Inform a list of priority walking projects.</li> <li>▪ Enhance walking networks within public open spaces (in collaboration with Recreation and Open Space masterplanning projects).</li> </ul>	<b>Short term</b>	Active Transport, Transport, Open Space
<b>A2.02</b>	<p>With reference to the Walking Network (A2.01), develop and implement a capital works program to upgrade walking infrastructure and supporting public realm elements including shade, seating, rest stops, wayfinding, public toilets and water fountains. Areas with largest gaps in walking infrastructure and lowest Walk Scores should be prioritised.</p>	<b>Short term and ongoing</b>	Active Transport, Transport, Urban Design, Open Space
<b>A2.03</b>	<p>Ensure pedestrian amenity is considered in rezoning applications, master planning and major developments in coordination with 20-minute neighbourhood planning. Focus on enhanced pedestrian access to destinations and services in service gap areas through:</p> <ul style="list-style-type: none"> <li>▪ Encouraging new destinations and services in Strategic Redevelopment Sites to improve existing service gaps in the walking network.</li> <li>▪ Encouraging permeable pedestrian outcomes in key redevelopment sites to enhance walkability through and around them.</li> <li>▪ Investigating rezoning opportunities to encourage mixed-use activities and increased densities in future urban renewal initiatives.</li> </ul>	<b>Short term and ongoing</b>	Strategic and Statutory Planning, Active Transport, Urban Design
<b>A2.05</b>	<p>In coordination with Maribyrnong's Urban Forest Strategy and Street Planting Strategy, deliver increased urban greening and tree planting initiatives alongside walking network upgrades, prioritising areas with highest vulnerability to heat.</p>	<b>Medium term</b>	Active Transport, Urban Forest



## Objective 2: related actions

#	Action	Timeline	Responsible
A2.06	<p>Improve pedestrian crossing opportunities across roads and other barriers through:</p> <ul style="list-style-type: none"><li>▪ Delivering opportunities for reducing pedestrian wait times at signalised crossings as part of all signal works and upgrades. Partner with VicRoads to deliver these opportunities exist along State managed roads.</li><li>▪ Advocating for the removal of slip lanes and consolidation of staggered crossings in LATMs.</li><li>▪ Identification of other traffic calming opportunities including expanded kerb outstands and tighter intersection radii.</li><li>▪ Investigating additional pedestrian crossing opportunities across major roads and rail corridors, which are highly visible and underpinned by Crime-Prevention Through Environmental Design (CPTED) principles.</li><li>▪ Fitting intersections and crossings with high quality ramps and tactile ground surface indicators in high activity areas and/or activity centres.</li><li>▪ Reviewing the Public Lighting Strategy to maximise safety perceptions in evening hours and to identify poor CPTED performance.</li><li>▪ Ensuring a CPTED assessment is conducted for key and strategic development applications (A2.03).</li></ul>	Short term	Active Transport, Transport, Urban Design, Civil Design

## Objective 3

Strengthen the presence of walking within streets, places and transport interchanges.

Walking and universal access underpin all forms of transport, whether trip-making involves vehicles, public transport or cycling, walking is there at the beginning, during and end of trips. The presence of walking should therefore be a priority in streets, places and transport interchanges.

As the automobile was influential in the planning of Melbourne's street layout and composition, pedestrians are often 'squeezed' to narrow paths at the outer edges.

Elevating the presence of pedestrian movement as a mode of transport in streets is key to safety, increasing pedestrian volumes, accessibility and the vibrancy of our neighbourhoods and destinations.

Actions within this objective seek to embed the 'place' element of walking within the City, through delivering high quality walking and experiences across the municipality.

Actions recognise streets as places, and the role that walking has in facilitating both journeys and activities.

The actions also recognise the importance of creating attractive and comfortable places along a network, for people of all user groups to take a break along the way, or engage with the surrounds. Equally, they seek to minimise disruptions to connecting destinations, such as limiting long wait times at adjacent to hostile traffic.

Several actions relate to engagement with Victorian Government agencies, to ensure that municipal walking aspirations are heard and can be achieved within state managed roads and areas.

### Objective 3: related actions

#	Action	Timeline	Responsible
A3.01	Upon completion of the rollout of the current 40km/hr on local streets program, investigate opportunities to trial further reductions to 30km/hr on select streets that connect pedestrians to key destinations, with reference to Council's Road Safety Strategy.	Long term	Transport
A3.02	Advocate to State agencies for high quality pedestrian infrastructure and accessibility upgrades in state government transport projects.	Ongoing	Transport, Active Transport
A3.03	Advocate to PTV for: <ul style="list-style-type: none"> <li>▪ Increased bus frequency and additional services in catchment gaps to encourage walking access to public transport instead of driving.</li> <li>▪ Enhanced accessibility to train stations by walkers as stations are upgraded or renewed.</li> <li>▪ Investigate opportunities to maximise the place element of bus and tram stops, expanding their function to provide rest stops, shelter and amenity to users of the walking network as these areas are upgraded or renewed.</li> </ul>	Short term	Transport, Active Transport
A3.04	In association with the Smart City Strategic Framework, expand and strengthen Council's technology capabilities that contribute to the monitoring of pedestrian activity including: <ul style="list-style-type: none"> <li>▪ Measure participation amongst user groups and identify walking hot spots and dark zones for further analysis.</li> <li>▪ Measure frequency and time of use along trails and tracks to help plan upgrades for paths and supporting infrastructure (ie. lighting).</li> <li>▪ Flexibly implement new technologies throughout the duration of these strategies, which contribute to monitoring and network planning for walking.</li> <li>▪ Analyse pedestrian data through the provision of pedestrian counters on off-road paths and shopping strips.</li> <li>▪ Expanding free public Wi-Fi in high priority areas to encourage pedestrian activity amongst young people, help facilitate crowd sourcing data and business initiatives including walking meetings.</li> </ul>	Medium term	Transport, Active Transport, Smart Cities, Urban Design



## Objective 4

**Create a walking culture that celebrates the recreational role of walking.**

Recreational walking can be an introduction and gateway to other walking. It is the most popular recreational activity amongst members of the community including women.

This objective seeks to build the City's walking culture through community ownership and promoting its recreational, cultural and transport strengths.

While some actions are directly linked to recreational activities including organised sport, and providing access to active facilities, others seek to tap into Maribyrnong's cultural, environmental, social and historic attributes to create a range of activities underpinned by walking.

Building on the existing network of trails and circuits the objective seeks to ensure they are well known, advertised and celebrated across the City.

The objective and actions also seek to increase interactivity along the walking network, boosting engagement between users, particularly children, and the urban environment.

## Objective 4: related actions

#	Action	Timeline	Responsible
A4.01	<p>Improve and promote existing routes and deliver additional routes within the Maribyrnong Walking Circuits program. Walking Circuits should be digitally promoted and connected via themed wayfinding initiatives. New routes should be inspired by 'place' values of the municipality, including:</p> <ul style="list-style-type: none"> <li>▪ Heritage buildings, assets and places.</li> <li>▪ First Nations perspectives and culturally significant sites and features.</li> <li>▪ Waterways, landscapes and the open space network.</li> <li>▪ Cultural experiences including art trails and food and beverage trails.</li> </ul>	Medium term	Arts and Culture, Sport and Recreation, Economic Development, Active Transport
A4.02	<p>Engage with local Bunurong and Wurundjeri people and other relevant organisations to receive input into walking initiatives including:</p> <ul style="list-style-type: none"> <li>▪ Informing routes for 'Walking Circuits' anchored by places of cultural significance.</li> <li>▪ Adopting Aboriginal place names into wayfinding initiatives.</li> <li>▪ Design and storytelling inputs into trails and placemaking along key walks.</li> </ul>	Short term	Sport and Recreation, Open Space, Active Transport
A4.03	<p>In collaboration with the Active Maribyrnong Program, engage with organised sporting facilities and programs to investigate opportunity for walking programs that encourage active travel to recreational activity – particularly amongst user groups who do not drive.</p> <p>Partner with existing recreation facilities, community centres and senior centres facilities to undertake programs that seek to increase participation in walking amongst residents and groups (such as retirement and care facilities), for example – organised Walking Groups.</p>	Short term	Sport and Recreation, Open Space, Active Transport

## Objective 5

**Ensure walking is inclusive to all genders and abilities, as a primary driver in elevating community health and wellbeing**

A safe, inclusive and accessible walking network enables a healthy community where people to choose walking as a mode of transport and as a recreational activity.

In response to gender equity challenges to walking, this objective provides actions that create a safer environment for walking at day and night across all urban environments. This is consistent with objectives of Council's Towards Gender Equity 2030, which seeks to increase the number of women and children using active transport (walking, cycling and public transport).

Walking is important in improving equitable access to public transport, destinations, jobs, education, exercise and open spaces, and an important contributor to personal wellbeing. If walking is not an option due to poor safety perceptions such as lack of lighting or passive surveillance, this has a negative effect on access to these destinations and services.

However, the action acknowledges that it is not just about lighting, but also how we arrange our public spaces and coordinate land uses to maximise activity levels and passive surveillance. Equally important is the behaviour of the community in fostering public safety. Actions therefore also seek to enhance the community's role in actively participating in enhancing safety for all active transport users.

Actions also tap into contemporary and emerging technologies, for live tracking of positive and negative safety experiences within the walking network and public spaces. As monitoring the condition of pedestrian infrastructure is important in planning capital works upgrades, the monitoring of community perceptions is equally important in ensuring that walking routes are accessible for all community members.



## Objective 5: related actions

#	Action	Timeline	Responsible
<b>A5.01</b>	<p>Work to bridge the gap between day and night safety perceptions along key walking routes, trails, transport stops and public open spaces through initiatives including:</p> <ul style="list-style-type: none"> <li>▪ The delivery of upgraded and consistent lighting along paths and within car parks that service recreational trails and public spaces.</li> <li>▪ Clearing and avoiding obstruction to lighting and sight lines to minimise blind spots.</li> <li>▪ The maximisation of passive surveillance from adjoining future development.</li> <li>▪ Upgrading existing pedestrian underpasses and investigating alternative crossing opportunities to infrastructure barriers including overpasses.</li> <li>▪ Avoid the planning on new trails and walking circuits in areas of poor visibility and low activity within adjoining land uses.</li> <li>▪ Form a partnership with a research/innovation/technology provider to establish a means for community members to record safety and wellbeing experiences and perceptions, (ie. Crowdsport, Free to Be Tool, XYX Lab), to help inform priority improvements and raise spatial awareness of positive and negative safety perceptions across the municipality.</li> </ul>	<b>Long term</b>	Civil Design, Urban Design, Transport, Active Transport, Gender Equity
<b>A5.02</b>	<p>Develop and undertake community programs that seek to increase physical activity, active transport and the use of green transport for women, girls and gender, culturally and linguistically diverse members of the community.</p>	<b>Medium Term</b>	Health and Wellbeing, Gender Equity, Active Transport