

Active travel and transport



Strategic indicator

Increase access to and connectivity of public transport, cycling routes and footpaths.

Domain overview

Active modes of travel include walking, cycling and other non-motorised forms of transport, offer environmental and health benefits for the community by promoting physical activity, social connection and reducing transport pollution. In Cardinia Shire, most people rely on cars for transport due to long distances to work and other destinations, adding to significant road congestion.

The west region is serviced by the Pakenham trainline and bus routes, however, there is limited public transport options in the south-east rural regions of the shire.

Active travel infrastructure is an important part of the transport network, either for trips undertaken entirely by active travel, or as the first or last link in a trip that uses other modes of transport.

Links to Cardinia Shire Council Plan 2021-25

- 2.2 Plan and maintain safe, inclusive and connected open spaces, places and active travel routes
- 2.4 Advocate for increased and more connected public transport options

About active travel and transport

Data about active travel in Cardinia Shire identifies:

- 62% of residents travel outside Cardinia Shire to work.
- Travel to work: 64% of residents travel by car, 2.7% by public transport, and 1.2% walk or cycle.
- 51.4km of formal walking and cycling paths, 8 train stations and 329 bus stops.
- 33% of households are located within 400m of a bus stop, however, only 8.3% of households have access to a regular 30-minute weekday service (between 7am-7pm).
- 79 supervised school crossings, and 29 school stop and drop zones.
- Key barriers to active travel are weather, volume of items to carry and the preference to use a car.

Active travel and transport liveability measures

- Average distance to closest activity centre / public transport stop.
- Average number of dwellings within 1600m.
- Average number of street intersections within 1600m.
- Average number of daily living destinations present (0-3) within 1600m.
- Walkability for transport index.
- % of dwellings within 400m of public transport with a regular 30-min weekday service (7am-7pm)
- Average distance to closest train station.
- % of employed persons aged 15 and over using active/public transport to travel to work.

Social justice and equity statement

Some groups in the community face unequal barriers to reaching their highest achievable health, social and economic outcomes. The Liveability Plan recognises the need to direct efforts for improving health, wellbeing and liveability in a way that addresses inequities through social justice.

Equity refers to providing resources based upon the circumstances and characteristics of the people involved, to ensure the same opportunities for all. Social justice removes barriers so that people can enjoy the same opportunities without reliance on external support. Social Justice and Equity action areas include

- Equitable and accessible places, services, programs and activities
- A well-planned, accessible and liveable community.
- A safe and equitable workplace.
- An inclusive and empowered community.

The role of active travel in addressing climate change

Road transportation in Cardinia is associated with around 20% of the Shire's greenhouse gas emissions, contributing to the effects of climate change.

Active travel is the most energy efficient form of transport available. Walking and cycling paths help people move around the local community, providing an alternative to the use of cars and motorised transport.

Climate-health impacts on active travel

During extreme weather events including intense storms, flooding, heat waves and bushfires, it is recommended that people avoid being outdoors, including walking and cycling. Opportunities for physical activity and social connection are reduced.

The risk of injury, burns or death increases, due to fire, falling ash and hazards that fall or impede pedestrian and cycling routes. Bushfire smoke reduces air quality.

Using active travel during these events, can impact heart and lung conditions including asthma and cause health problems such as chest pain, shortness of breath and wheezing.

When thinking about the future of active travel and transport, the following is relevant

- Car ownership trending upwards with more cars per household and increased reliance on cars.
- A growing population, who are increasingly working-from-home, accessing infrastructure close to home and parking cars in residential areas, and completing local car trips.
- Competing demands for road space between road users, bikes, public transport and cars.
- Competing demands for walking and cycling paths and other modes of transport (e.g. e-scooters).
- Increasing population density around main streets and neighbourhoods centres with expectations around local amenities and transport in proximity to urban centres.
- Raising awareness about access to, and benefits of, walkable, accessible, liveable neighbourhoods to reduce reliance on cars and exposure to pollution.
- Increased residential building density and demand for better pedestrian and bicycle facilities.
- Growing population of children and young people who need to get to school and work.
- Ensuring the safety, sustainable design, and health-amenity of active travel infrastructure to maximise use for children, older adults and those with chronic illness, including lighting, water access, tree canopy, school crossings, and seating.
- Advocating for better access to public transport networks to reduce reliance on cars, costs associated with vehicle ownership, congestion on roads, and to support those without access to personal vehicles to travel, such as the ageing population.
- Understanding the projected climate-risks for suburbs, to plan for active travel infrastructure.