



Cycling and Walking

Cycling

Cycling is one of the most sustainable forms of transport, and can bring valuable economic, social and environmental benefits to the community. Local governments have a major role to play in developing cycling within their municipalities and establishing sustainable transport as a real option for the community.

Countries elsewhere with a highly developed cycling culture are often the subject of envious comment. Climate, topography and settlement patterns in much of Victoria are conducive to cycling. Why not build a cycling culture here?

Many local governments already contribute to cycling infrastructure, and there is the potential to do more. Cycling has a place in many departmental agendas - recreation, transport, health, safety, environmental management, strategic planning, urban design, and sustainability.

Walking

Walking is the most sustainable form of transport and good pedestrian environments are essential to any integrated transport plan.

Pedestrians include all legitimate footpath users which, as well as walkers, are people in wheelchairs, on roller skates and skate boards and using other mobility devices such as powered scooters to a maximum 'pedestrian' speed of 7 km / hour. Therefore a walking strategy will link with an all abilities access plan.



No footpaths!

Local governments already do a considerable amount for pedestrians in the form of footpath construction and maintenance and road crossings. Many

are involved in walking programs with the community

Developing a walking strategy as part of an integrated transport plan will enable local governments to acknowledge and coordinate the many elements that contribute to a good pedestrian environment. A strategy will also recognise walking as a means to contribute to goals of community health and safety, greenhouse gas reduction and liveable urban spaces.