



Wyndham Active Transport Strategy 2020

Supporting Document:

Community Feedback 2019-2020

Community Budget Submissions 2020/21

Cyclist Feedback 2017 & Achievements from

Bicycle Network Strategy December 2011 to 2016



Wyndham City Council has received a great deal of feedback during development of the Wyndham Active Transport Strategy. The feedback was considered in the development of the Strategy. Where appropriate comments may have been shortened for brevity, full submissions have been retained by Council.

Wyndham Pedestrian and Cycle Strategy – Summary of Community Feedback on Draft Strategy 2019-2020

Note: During consultation with the Community the Wyndham Active Transport Strategy was named the Wyndham Pedestrian and Cycle Strategy.

| Number | Comment | Response |
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| 1 | <ul style="list-style-type: none"> Fantastic to see. A great initiative. I love taking my children on bike rides anywhere from 2-35km return rides. However we are often limited to the destination as there are not a lot of safe paths for us to pursue our family adventures. I have wanted to ride my children to and from school especially to avoid traffic, but there is no paths connecting Williams Landing and Laverton. it will be great to see the connection between the two communities constructed. | Consider connections between Williams Landing and Laverton in network planning. |
| 2 | <ul style="list-style-type: none"> There are a lot of shared paths that don't join up, these need to be fixed. The shared path along Sneydes road finishes at the bus stop at Princes highway, they need to join it up to the crossing not the bus stop. | Consider in network planning. The shared path does link at the intersection with existing bicycle lanterns to enable cyclists to cross the Princes Highway to use the service road. the link to Cherry Street on the south side of Princes Highway. |
| 3 | <ul style="list-style-type: none"> Council is to be congratulated for this initiative. I don't see in the documentation is any plan to exploit the local geography. Like many of the most popular cycling regions in Europe, our local terrain is flat This is an absolute positive for those who see cycling as more than just a sport or recreational pursuit. Disconnection between the various pathways discourages those who might otherwise commute by bike to their workplaces or to the city's business centres. For example, I would prefer to ride from Wyndham Vale to the Plaza than drive. However, once I get to Tarneit Road I am forced to ride on a very busy stretch of Heaths Road or break the law and ride on a pedestrian only footpath. Given our flat terrain and provided the bike paths are well connected the city is well placed to be a cycling mecca just like Amsterdam. On a more specific note, a bike path from Duncans road to the Zoo and on to Werribee South is needed. The roads in Werribee South are too dangerous and do not permit family riding. I would also like to see the sealing of the pathway from the river path and under the freeway to the the Werribee River Linear Park pathway. The current connecting path is dangerous and becomes waterlogged after rain. | Strategy updated to incorporate comment related to Wyndham being flat. Consider in network planning. |
| 4 | <ul style="list-style-type: none"> Great to see the council planning improvements around this. In the draft strategy, analysis around travel to work is represented as single-mode. For travel to work, cycling can be the first/last part of a multi-modal trip involving public transport. Multi-modal scenario's seem to not be considered in the strategy. The draft Strategy links in with Victoria's Strategic Cycling Corridors. Reviewing those corridors, there is really not much substance in there within the boundaries of Wyndham. Also, those corridors seem to have been defined with a Melbourne CBD centric focus, which will mostly lend itself for long-distance cycling trips. These are not the kind of trips undertaken by the target group of this strategy, the "interested but concerned" cyclist. Regarding infrastructure, it could benefit the strategy to articulate infrastructure principles. For example, classifying roads depending on the speed of the cars travelling in them. If there's any major difference in speed, then full separation is required (like a | Strategy updated to include multi-modal travel Strategy updated to incorporate comment related to |

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| | <p>median with grass, or a concrete divider, etc). This approach has proven to be successful in countries with high numbers of cyclists.</p> | <p>Safe Systems approach and Movement and Place framework</p> |
| 5 | <ul style="list-style-type: none"> Although I am not a cyclist these days I despair for families & young people unable to use their bikes to get TO & FROM the You Yangs or into the surrounding countryside. Safe offroad access was rec. in the W. Met Shared Trail Study ages ago & Barwon Reg. too. | <p>Consider in network planning.</p> |
| 6 | <ul style="list-style-type: none"> Great work pulling this strategy together as it will provide great guidance to future planning activities. There has been a large amount of feedback from Wyndham residents that help provide an insight to the needs and expectations of pedestrians and cyclists. Quite clearly, based on the feedback and visible lack of network/infrastructure (current bike lanes and paths maps) - there is much to do!!!! This strategy is a good start, but we now need implementation plans and funding. It was a little concerning to read that infrastructure funding "may not always be possible due to competing priorities". The answer to this is to "Commit" to a regular lever of funding in each Budget"!!!!!! Lets not have a Strategy and Plan of great ideas with no commitments. My key concerns with the current Strategy Plan is that it covers everything necessary for a great infrastructure, but no prioritization as to where to focus efforts and available funds. My fear is that if we provided equal weighting to everything in the strategy, we would develop fantastic joint use paths, but we could only afford minimal development. (eg: 200 metres per year.) What is needed is a detailed infrastructure plan, ongoing yearly funding commitment and project works priorities. It is clear from the feedback that residents want bike and pedestrian route to be expanded and interconnected. As a result the Wyndham Council needs to (in order of priority): <ol style="list-style-type: none"> Connect the existing major routes (Missing Links) Many missing link, but as a call out how about connecting Federation Trail to <ul style="list-style-type: none"> - Werribee River Trail (West side of river) - Princes Freeway Trail (Missing link from Sneydes Rd to Werribee River) Leverage existing recreational areas and Wyndam topography and develop and create major corridors/paths/ routes across the Wyndham area. <ul style="list-style-type: none"> - Bay Trail (Extension) - Federation Trail (Extension) - Werribee River Trail (Extension) - Skeleton Creek Trail (Extension) - Lollipop Creek Trail - Heathdale/Hoppers Crossing Drainage Reserve Trail - Tarneit Creek Trail (Extension) - Davis Creek Trail - Forsyth Rd Drain Trail - Laverton Creek Trail - Pipeline Trail (Extension) - Werribee Mansion Trail (Extension) - Point Cook Homestead & Coastal Park Trail - Werribee to Geelong Rail Trail - Princes Fwy Trail (Extension) - Little River Trail & connection to You Yangs Trail <p>Note: These trails need to be quickly established with basic earth and gravel works, then progressing to add concrete paths, crossings, drainage, signage, facilities and historical site significance notification, over an extended timeframe. (Say - Over a 10 year period)</p> <ol style="list-style-type: none"> As mentioned in the Strategy paper; there is a need for paths and bike lane to be developed on major road easements paths that allow residents to easily connect into the established Trails. Suggested Priorities: <ul style="list-style-type: none"> - Werribee to Werribee South/Bay Area (Duncans Rd) - Bulban & Ballan Rd - Princes Hwy & Freeway - Old Geelong & Heaths Rds - Point Cook, Aviation, Sneydes Rd | <p>Consider in network planning and under other relevant actions in the strategy.</p> <p>Early establishment of paths in gravel, to be upgraded over time is not practical, costs of maintenance is high, it is therefore better to go straight to concrete.</p> <p>2. Many of these paths are included in either the West Trails Strategy or in the relevant Precinct Structure Plan.</p> |

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| | <ul style="list-style-type: none"> - Sayers & Leakes Rds - Davis, Tarneit, Derrimut, Morris, Forsyth, Palmers Rds <p>4. Establish key pedestrian and bike facilities and major transport hubs, so there is an ease of connection to Paths and Trails.</p> <p>5. Develop and Upgrade bike lanes across Wyndam to make riding safer. Examples being:</p> <ul style="list-style-type: none"> - A minimum 1metre bike lanes on road sholders. (Clearly marked) - Roundabout bike lanes and cross overs clearly marked. - Establish road crossing over or underpasses. - Zero curbs at road crossings. <p>There is much to do and we must start now, to allow the residents of Wyndam to leverage all the Paths, Trails to connect with all the Recreational and Tourists areas across the region.</p> | |
| 7 | <ul style="list-style-type: none"> • I am so glad to hear that Council is planning on improving cycling and pedestrian lanes. I am keen to ride to Werribee station for work as I don't live within walking distance and there is only one bus that services my area along Bulban road. I started riding but haven't done so for months after several close calls with buses. • I do not currently feel safe sharing the road with motorists along a few very narrow sections of Cottrel street, especially the gully where the road crosses the river. After Bulban road there are no bike paths and I would love to see this improved. | Consider in network planning. |
| 8 | <ul style="list-style-type: none"> • Being an owner of a waterfront block at Wyndham harbour & a keen cyclist, I feel that this area so close to melb has great potential for peoples of the west to enjoy & explore this under utilised part of sth Victoria. • An interesting aspect would be to erect a narrow cycle/pedestrian bridge over boat ramp area that will enable bike traffic onto a track to join up to federation trail to melb along freeway. Such a bridge exists across Werribee river west of the manor hotel to existing bike tracks. Also in the future this bridge at boat ramp could utilise the coast track to geelong –via Avalon- Corio.All govt land. • This would get a lot of battery operated cyclists out of geelong etc off the freeway,there is a lot of open space in these areas.If this is not a proposition a bike track via grahams wetland connecting to k road cliffs behind golf club to bridge & over bridge to federation trail. | Consider in network planning. Understood that the submitter is referring to having a bridge at the mouth of the Werribee River, and that bridge west of the Manor Hotel is the bridge west of the Werribee Mansion. |
| 9 | <ul style="list-style-type: none"> • I have been a resident of Werribee city for 15 years and I love the place, we currently live in Vineyard Estate. I do most of my local travel via bike or walking. As we are on the river and relatively close to the main street of Werribee I would prefer to walk if possible. When I read comments from local residents complaining about things in Werribee it is always related to traffic and parking. My house is a perfect position to do most of my trips especially to catch the train on foot but there are no easy ways to cross the river and have to walk around on the main roads into Werribee. This is a 35 min walk (to the station) when it should be 15, but because there is not a direct route it adds 2 additional km's each way. As the Riverwalk estate is being built around us now there is going to be a lot more cars on the road and giving people the ability to walk easily into Werribee would be great. It would encourage people to be more social and enjoy the nature we have around us. • In regards to cycling, the bike paths are a mess. For one I cannot understand that there is not a direct cycling path to Werribee mansion and the zoo complex. This is a missed opportunity to get local people to use these spaces. Also, this path should continue on to Werribee South via River would be ideal. Also getting around the main street is a problem but this will be solved with the new park being built at the back of the main street. • It would be amazing if Werribee could become easier to walk and cycle around in as we have some very beautiful natural areas that are not used and enjoyed. | Consider in network planning. Note: that a bridge over the river opposite Synnot Street was identified in the Riverwalk DP but how to fund is an issue. Note: A Werribee River Trail is planned to by Parks Victoria to connect to the coast. |
| 10 | <ul style="list-style-type: none"> • Although I don't live or work in Wyndham now I grew up there, and I often ride in Wyndham with my cycling group. I also lead walks there for my bushwalking club. • One of my favourite routes is downstream along the river from the station, and through the Werribee River Park to Werribee Park, and on to Kay Rd and down to Werribee South. The excellent path through the Werribee RiverPark was constructed some years ago but the link from the riverside path, which passes over the river and then under the Maltby Bypass, is neither signed nor properly constructed. Many people would never find it and it's not at all pleasant to ride on a bike. This link urgently needs to be signed and properly constructed. This work would not be hugely expensive but it would be hugely beneficial. | Consider in network planning. |

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| 11 | <ul style="list-style-type: none"> The pedestrian and cycle strategy is a great idea but, I would like to see an opportunity for racing cyclists (there are many in the district) to get off the roads when training and competing. To this end I would like to see the proposed cycling facilities for Lawrie Emmins Reserve, fast tracked in consultation with the local cycling club. | <p>Consider training and competing in network planning</p> <p>The Lawrie Emmins Master Plan has been finalised and implementation will be subject to funding.</p> |
| 12 | <p>Hello - here are my suggestions. These are 'necessary' as opposed to 'gold treatment', as the risk to life and property is immediate. It is real.</p> <p>Point Cook: (1) Medium term: Extend the trail along Skeleton Creek under the Princes Freeway to connect to the Fed Trail and other cycling networks on the other side of the freeway; (2) Short term: Wallace Avenue near Williams Landing Railway Station. The Point Cook side. Draw ZEBRA crossing with flashing lights to facilitate crossings of pedestrians and cyclists. It is a safety issue because there are also many vehicles on the road. There can be conflict between shoppers, commuters (in cars), cyclists and walkers. (3) Short term: install fifty cycle hoops on the south side at Wallace Avenue. The freeway's boundary fence has been cut to steal cycles that were chained to it. One can access the freeway and there can be collisions with freeway traffic. (4) Short term: clean the footpath on the Forsyth Road bridge so that we can cycle safely to the north. Seal the gravel cycle path located at the point when you descend from the Forsyth Road bridge to go to the shops on the sweeping bend. (5) Short term: Wallace Avenue. Install green bicycle lanes on Wallace Avenue. (6) Medium term: Due to the high number of cyclists, widen the footpath along the full length to 3.5m to make it a shared user path. (7) Boardwalk Boulevard: Sweep the on road bicycle lanes along the entire length.</p> | <p>Consider in network planning.</p> <p>There is no sweeping program for paths. Sweeping occurs if requested.</p> |
| 13 | <p>I'd like to make a couple of points about the cycle strategy:</p> <ol style="list-style-type: none"> The Transport Strategy is now 3.5 years old, what data do you have that confirms this strategy is correct for the fastest growing population in Australia? This is what frustrates the residents of Wyndham. The council takes far too long to implement anything and this strategy is surely outdated ... please get back to me and correct me if I am wrong? Leakes Road upgrade. This should have been implemented >10 years ago. It appears from driving down the new sections of the road you have not taken into consideration of on road bicycle lanes but expect cyclists to ride on the footpath. If this is correct, which it appears to be, you have once again had a chance to implement something right but have again missed the mark. I live in Tarneit and have to cycle 5km out of my way to get onto the Federation Trail to ride into the city for work. Why can't you simply build a bicycle lane on Tarneit Road for everyone to use and encourage cycling in our municipality? Wyndham Pedestrian & Cycle Strategy Achievement from Bicycle Network Strategy December 2011 to 2016 - 2016 - Leakes Road on-road bike lane and shared path/service road link (Tarneit Road to Davis Road) a. You understand this fir one is an incorrect statement as the 'on-road bike lane' is on the right hand side of the road driving to David Road, so it is a Davis Road to Leakes Road on-road bike lane b. Council, you have PLENTY of land to implement an 'on-road bicycle lane' in both directions from Davis to Leakes Road, so why didn't you do this? <p>You have once again missed the mark with the bicycle infrastructure in the municipality, why do you consistently take half measures and not build bicycle infrastructure to encourage cycling in the municipality in the fastest growing municipality in Australia. Tarneit and surrounding areas have been NEGLECTED from a bicycle infrastructure perspective and it needs to change. I am more than happy to speak to anyone of the Wyndham Council about the above and other matters pertaining to bicycle infrastructure and implore you to come riding with me on a weekday to understand frustration, lack of planning and experiencing how dangerous it is to ride a bicycle in the Tarneit area, just to get to the Federation Trail. Please reach out to me</p> | <p>Consider in network planning and under other relevant actions in the strategy.</p> |
| 14 | <ul style="list-style-type: none"> Following the audit, Action 1.1, Council is expected to develop a implementation plan as per Action 1.2. I request Council append that the implementation plan, along with the expected timeframes for each item in the plan, be made publicly available. This will ensure transparency and enable the public to be informed. Action 2.1 relates to the updating of Council standards and guidelines. I will give some feedback on this as follows. Council in my view needs improvement in how it implements the VPAs cycle network as part of post-MPA PSPs. Designated bicycle paths and shared use paths constructed by developers often have little or no signage, making these non-compliant and illegal to ride a bicycle on. These paths also do not have appropriate Give Way signs, as required by the PSP to give priority to path users. I will be able to give a list of non-compliant paths and intersections in these areas if requested. | <p>All projects are subject to funding and resources being available to deliver the project. Funding may be required through Council's annual budget or through advocacy to State Government. Other factors such as consent or approvals</p> |

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| | <ul style="list-style-type: none"> • In some instances, Council approved signage that had every sign mounted the wrong way around, which in my view is worse than having no signage at all. • I encourage Council to work with developers to ensure any new infrastructure built - even if this is post approval of the signage and linemarking plans - are correctly constructed in accordance to relevant standards and guides. • I note that Melton City Council has undertaken remedial works to ensure all intersections of bicycle paths have Give Way signs giving priority to bicycles. These signs, along with linemarking and green treatment have been retrofitted to the intersections by the developers, in one instance more than a year after handover to Council. • I will refer you to the implementation by Whittlesea City Council for best practice, fully conforming infrastructure in all their developments, though I realise there may be some resistance by some within Council. • Correct regulatory signage to designate bicycle infrastructure, along with appropriate priority signage and linemarking must be present in new developments. • Action 2.2 relates to bicycle infrastructure being considered in Council led projects. In my view, this has been achieved quite well by Council over the past years, though I do have some points to raise, again relating to correct signage. • The Forsyth Road Duplication added a shared path on the western side of the road reservation, with a service road path for a small section. Council has signed this path at two locations at the service road, however no other signage to designate the path exists. A section of over 500m of path has the correct signage on one end, but no other signage for the rest of the 500m. The path is not compliant with the standards and under the road rules is not a shared path. • This project also did not consider adding bicycle lanterns to the Federation Boulevard crossing to allow legal crossing for bicycles. • The Dunnings Road Duplication project between Boardwalk Boulevard and Palmers Road added wide kerbside lanes with advisory bicycle linemarking. In my view this delivered a poor outcome for bicycles, and would not align with the current model of Safe Systems. <p>Further, this project did not improve the shared path network, which remains disjointed and is to be partially rectified by Netflow as part of the OSARs PPP, more than 8 years post Council completion. This project also added bicycle lane signs, which surprisingly were compliant if bicycle lanes were present, but no bicycle lane exists in this location. Perhaps this may be a cheap item to include in the implementation plan.</p> <ul style="list-style-type: none"> • The Tarneit Road Duplication project also had deficiencies in signage, with all cyclist dismount signs mounted the wrong way around. • In the appendix, Council incorrectly lists Saltwater Boulevard as having a shared use path and a bicycle lane. The path on the northern side is 2.5 metres in width, however no signage exists along the entire length of this corridor. This is currently not a shared use path. • Action 3.2 refers to signage. My point relates to the maintenance of signage by Council. I have observed Council rectifying fallen or damaged shared use path signs, but replacing these with signs facing the wrong direction. This seems to be a common problem, and I have found multiple instances of this happening. • If Council is to achieve Action 3.2, and therefore other actions relating to path standards, Council employees must be educated on the correct placement of signs to ensure paths are legal and conflict is avoided. I can provide instances of this, with one occurring within the last two months. • I would also to add a suggestion regarding the Council standards relating to bicycle infrastructure. A recent change in the Road Safety Road Rules now allows bicycle lanes to be designated with linemarking and without signs. These are symbols of bicycles in the lane, with the words 'lane' and 'lane end' below the stencil. This may apply to other forms of bicycle infrastructure and special purpose lanes, but Council will need to clarify this. This may be useful in a resource tight environment. | <p>required from external stakeholders can also delay the delivery of a project. Timeframes are usually defined in blocks such as 0-3 years or short/medium/long.</p> <p>Consider in network planning and under other relevant actions in the strategy.</p> |
| 15 | Looks good although you would generate and improve strategy if you set up some cameras to capture the motorbike riders and educate them on where they should be tearing through versus tearing along the river the existing pathways and throughout all the urban streets capturing this on | Enforcement is a Police matter |

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| | camera and giving it to the police would help them go and speak to those idiots who keep frightening Dogwalkers pedestrians and allsorts of people who use the paths to enjoy the extensive natural areas. | |
| 16 | Wyndham is already home to one of Australia's greatest cycle areas, the You Yangs. Judging by the feedback here, clearly locals are unaware this is on their doorstep. So some publicity about what's available is obviously needed, as is safe access. A cycle path taking in Little River (where there's a great General Store and pub) ease of access from Lara train station (a short cycle away and bike friendly cafes) and possibly monetising the mountain biking areas similar to what's happening in the parks at Thredbo, The Snowy Mountain trails etc is possible. Locals would love any help turning the Little River train station, that is beautiful but unused, into a cafe or resting spot would be dearly appreciated. Protecting that surrounding area too is appreciated as property developers circle. Protection, safety and a unified path is the best place to start. | Consider in network planning access to Little River and You Yangs. |
| 17 | <ul style="list-style-type: none"> I work and live in Wyndham and one of the issues is two fold, the major roads have no cycling lane making riding very dangerous. For example, the road along Tarneit Road when it reaches the roundabout at Corner Shaw's and Tarneit is dangerous and has no cycling lane. Better work could be done policing cars that park on Heaths Road outside the Plaza where a cycling lane has been designated for cyclists. It has made the road safer however cars still park there on the road across from the plaza. For sports/recreational cyclist, I would like to see greater effort towards bike lanes on Bulban and Ballan roads giving us access to training grounds and enjoying the outdoors. Having walkers, joggers and bikes on the same walking tracks (like fed trail) is very problematic. Congratulations on your consultation with community and endeavouring to keep people active healthy and safe. | Consider in network planning training/on road cyclists |
| 18 | <ul style="list-style-type: none"> Cycling infrastructure is generally quite good in Wyndham, but there are some significant gaps. For example, some road crossings on bike routes are quite dangerous (middle-of-road safety zones help enormously, and on busy roads proper crossings are needed in places). There is a wonderful cycling route from Werribee Station to the Werribee Mansion, but with a gap at the point where the Federation Trail starts (cyclists need to traverse a "goat track" to get under the highway at present), and there is NO signage to indicate that the fabulous cycling path in Werribee Park even exists. I believe the strategy is addressing the need to provide cycling paths between Werribee Mansion, Werribee South Beach and Point Cook Coastal Park, but am just endorsing the need for this - both for residents in this rapidly developing region, and as a tourism drawcard. | Consider in network planning and under other relevant actions in the strategy. |
| 19 | <ul style="list-style-type: none"> This strategy is sorely needed to provide a framework for improvement in Wyndham. Having lived in Wyndham for almost a decade now, what is glaringly obvious to me is the issue of the missing links highlighted in the strategy. Without improvements, my children will never be able to walk or cycle to school as there is no path running between Williams Landing and Laverton. This absence of basic infrastructure is unacceptable if we're to become a more progressive municipality. | Consider this connection in network planning. |
| 20 | <ul style="list-style-type: none"> I agree that signage that acknowledges the Indigenous cultural history is a good addition on bike/cycling tracks. I think there should be more cycling opportunities in Werribee South, as it is a great area to ride to for social riders. I notice some regional tracks are proposed, but even a direct cycling track on Duncans Road would be useful. I also notice how disconnected the cycling/pedestrian tracks are in Wyndham Vale. The newer communities located on already busy roadways, i.e. Ballan Road, would be a good area to prioritise these pathways. Some communities are completely forced into car travel, i.e. Welcome Parade, Wyndham Vale, Jubilee Estate. Pathways that link to train stations are a logical way to reduce road congestion, with bike parking/security infrastructure available at the station/destination. Having cyclists involved in the planning and delivery of the cycling infrastructure would be useful to ensure uptake and acceptance. I am not sure if the Council needs to focus closely on the Ride to School program beyond the cross-promotion of this initiative. | Consider in network planning and under other relevant actions in the strategy. |
| 21 | <ul style="list-style-type: none"> A lot more work is required to develop an interconnected network of Bike Trails and Bike Lanes across the Wyndham area. Bike Trails on all rivers, creeks and drains connecting into the Bay and Federation Trails. All main and secondary feeder roads to be progressively upgraded to include minimum of 1 metre bike lanes. (An example of poor planning is the recent upgrade to Hacketts Rd, were the existing 1m bike lane disappears at the sight of the new road surface????????) It | Consider in network planning |

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| | is time to include a minimum funding allocation in each yearly budget for these improvements. (Say - \$1m/year.) | |
| 22 | <ul style="list-style-type: none"> • There are many great bike paths in Wyndham but they lack continuity. • Cyclists are required to cross or ride along too major roads to access most trails. A link from the Federation Trail at Skeleton Creek under the Princes hwy to Pt Cook has been talked about for more than a decade. A bike trail was also proposed from Werribee River Park to the mouth of the river at Werribee South more than a decade ago and was included in the original plans. | Consider in network planning. |
| 23 | <ul style="list-style-type: none"> • I used to live in a town in Holland called Nijmegen, that town had great bike infrastructure with separate lanes for bikes and foot paths along side the road is a good example worth looking into . Having them separate to the roads will improve the safety. Young people ride a lot in Wyndham and we should improve the infrastructure to make it easier and safer for them to ride to their school, friends and work. • Looking at how we can connect places/towns with bikes lanes and encourage adults to do more riding. An example of this is having bigger bike storage/lock up in the activity centers will courage people to use bikes as their main form of transport. | <p>Consider in network planning and under other relevant actions in the strategy.</p> <p>Note Action 1.3 talks of having appropriate infrastructure in activity intense areas, Action 2.4 Local Policy or Planning Scheme Amendment looks at cycle infrastructure (eg End of Trip) Action 2.5 Amenity lists bike hoops as a component of amenity that supports increased participation.</p> |
| 24 | <ul style="list-style-type: none"> • The strategy outlines well the intent of the ped/cycling needs, I would think that the challenge will be developing, if not already done so, % targets to replace car travel with other forms, focus establishing safe routes to major transport hubs eg stations. • I know it is the next stage is to articulate which projects are the priority and I would think that the following projects are a priority to better connect Wyndham to the neighbouring LGA's: <ol style="list-style-type: none"> 1) Off road connection to Geelong between the Princes Hwy and Old Melbourne Rd freeway exits and widen the seal of Old Melbourne Rd to CoGG boundary 2) Seal/widen Kirks Bridge and Edger Roads to two lanes and sealed shoulders for the weekend traffic to You Yangs and roadies 3) As the area north of Tarneit grows any duplicated roads need to have an off road cycle path or bike lane to encourage commuting | Consider in network planning. |
| 25 | <p>This is a high-level summary of an extensive submission that while broadly supportive raised a number of concerns, identified below:</p> <ul style="list-style-type: none"> • Critical of use of Movement and Place Framework to assess activity intensive areas, preference for the Safe Systems Approach (separation of bikes to remove interactions with car to increase safety and by extension participation). • Painted bike lanes provided no improvement for road safety • Quality of paths is important • States that an internal audit of documents is important, and notes that VicRoads documents are not best practice. • Education is key, should provide education to children on how to ride • 7 policies from “Making Cycling Irresistible: Lessons from The Netherlands, Denmark and Germany” <ol style="list-style-type: none"> 1. Extensive systems of separate cycling facilities 2. Intersection modifications and priority traffic signals 3. Traffic calming 4. Bike Parking 5. Coordination with public transport 6. Traffic education and training 7. Traffic Laws | Consider in network planning and under other relevant actions in the strategy. |

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| | <ul style="list-style-type: none"> The Strategy should include occupancy rates of car parks to establish the amount vs the “relatively insignificant number of parking spots to be removed.” Note: this comment was made in relation to provision of bike infrastructure (and relocation of road space for cycles, for example protected bike lanes). | |
| 26 | <p>References page numbers as they occurred in the PDF version of the document (and not as per bottom of a printed page).</p> <ul style="list-style-type: none"> (pdf p. 6) 'The Council City Plan 2017-2021 outlines Council's strategic priorities to realise the 2040 vision, and 2.2.1 'increase car parking and opportunities for active transport in and around public transport hubs including train stations; and ensure new developments include infrastructure that will address our City's growth needs'. This needs to specifically address secure bike parking at train stations and around shopping precincts. Aviation Station, Laverton and Werribee Station have lots of bikes locked to: a) steel fence out front (Aviation Stn) and hand rails in a pedestrian underpass (Wer). There are 2 Parkiteer cages at Werribee Station, and we need further research on how close to capacity these are. People are using very cheap cable or chain locks, so easy to cut through. Having one's bike stolen is enough to put people off cycle commuting for many years. a lack of secure bike parking is a major turn-off to cyclists. Secure bike parking facilities are a major issue to address with shopping and transport precincts, as it would be with education and medical environs. The way cycle infrastructure in Wyndham gets planned: apparently ad hoc and non-contiguous. It's a chicken and egg thing: poor infrastructure disparages interest in cycling, which becomes the excuse for not letting bike infrastructure keep pace with rapid urbanisation. Wyndham council mirror VicRoads in saying that bike infrastructure should be off-road, ignoring the reality that off-road infrastructure is disjointed and usually slower than cycling on-road. Bicycle Network buy into this illusion, making a trifecta that largely ignore on-road cycling issues in road planning. Serious recreational and commuter cyclists will ride on-road out of necessity. Time efficiency is important if cycling is to have appeal, as is maintaining a good steady speed; which is less likely when slowing for curb ramps and potential crossing traffic at every intersection (riding on the footpath). Riding on the footpath is also illegal, and Wyndham has no signage system in place to indicate which paths are shared and which are pedestrian only. Wyndham council apparently have shown little spine in standing up to Vic govt to get bicycle infrastructure that is to standard. We need our council to represent for our side, and not simply roll over with whatever Vic govt tosses on our doormat. I'm not privy to council's representations to Vic govt, but that's my perspective as a civilian cyclist. (p.7) The Transport Integration Act 2010 (TIA) is a principles-based legislative document based on the following principles. 'Target 2 – Proportion of mode share for walking and cycling trips to triple by 2040'. This means little, without stating what the percentage for each of walking and cycling should be in 2040. In the strategy it mentions that in 2016, 0.3% of trips to work were by bike, so a 1% mode share in 20 years time is what we're reaching for? Not terribly ambitious, is it? I imagine increases to the cost of petrol will achieve that. (p. 10) 'The 2012-2016 Victorian Integrated Survey of Travel and Activity (VISTA) showed that approximately 66,000 walking trips and 8,000 cycle trips originated within the LGA. The majority of bicycle trips were for education purposes (48.18%) with a weighted average distance of 2.7km and weighted average time of 13.7 minutes. Cycling for social/recreation was the second highest survey result representing 26.21% of the trips originating in the LGA'. What was the average distance and time for this second group, as it lacks the constraints of cycling to school? Also, what was the time frame in which '66,000 walking trips and 8,000 cycle trips' occurred, was it 4 years (2012-2016)? 'Some 3.5% of households in Wyndham did not have access to a car. In 2016, 34.4% of Wyndham residents worked within the municipality. However, an increasing number of residents are travelling outside the municipality for work, with most residents travelling to work in the easterly direction toward City of Melbourne'. From a cycling standpoint, clear route access to the Fed Trail red brick bridge over Skeleton Creek is important to facilitate eastwards travel (on Fed Trail). (p.12) I endorse this line of thought: "The 2018 Annual Community Survey identified the top three issues for Council to address in the coming twelve months as traffic management, roads maintenance and repairs and parking. By increasing the ease, attractiveness, and accessibility of active transport there is likely to be a shift in the mode | Consider in network planning and under other relevant actions in the strategy. |

of transport chosen by residents. This would result in a corresponding reduction in the demand on vehicle (car) infrastructure". Traffic management and parking would be key issues amongst cyclists, too.

- (p.13) Health benefits from cycling. With an ageing population and growing overweight/obesity issue, local encouragement for physical activity is very important. If we don't get investment in cycling infrastructure, it's likely that spending on public health issues will far outweigh any short term savings from failing to accommodate cycling. I endorse the strategy's: 'Research has shown communities with good access to public transport, walking and cycling infrastructure are often associated with higher levels of social connectivity and well-being'.
- (p.13) I think this low figure is probably due to Aug 2016 Census data, which is mid-winter: 'Despite the benefits of walking and cycling, only 1% of residents walk or cycle to work in Wyndham'. As mentioned, this represents activity on a single day in winter. Aust Cycling data (June 2017) found that 15.5% of people nationally had cycled in the previous week.
- (p.14) The shared path going NW along Ballan Rd; from Manor Lakes Shopping Centre to the Wyndhamvale train line (1km) needs building. Council have stated (several years ago) that it needs co-funding from the land owner/developer. I believe the land on the west side of Ballan Rd is now under development. Ballan Rd is a very busy main arterial route, usually with heavy truck traffic; and lacks a road shoulder, so is most unappealing to ride on. There are ongoing housing developments popping up on either side of Ballan Rd, extending to perhaps 8km NW of Wyndhamvale train line. It's important to allow new residents to cycle into as far as Werribee, utilising the current good shared path from Manor Lakes Shopping Centre to Werribee St Bridge over the Werribee River (4.7km). The Wyndhamvale train line limits pedestrian/cycling alternative routes.



- End of bike path in front of CFA station, Manor Lakes Shopping Centre, looking NW on Ballan Rd to new train line in distance 1km away (2015). A very busy road with almost no shoulder to cycle on and a constant stream of heavy trucks. New housing estates exist 2.6km NW of the train line, and this is the primary route to get into Werribee CBD.
- (p.14 refers to p.34, Map 1 Western Metro Regional Trails) The Wyndham Bay Trail is currently in design development by Wyndham Council. It would connect an existing shared path from Werribee River/Werribee Mansion to Werribee South beach and eastwards to the Altona foreshore trail bridge at Skeleton Creek (east Sanctuary Lakes) (approx 20-25km). This is a natural extension of the Williamstown-Altona Foreshore Trail into Werribee, and would facilitate cyclist access from eastern suburbs as well as Wyndham cyclist access to Altona, Williamstown and perpendicular bike routes such as along Kororoit Creek (and hence access back up to the Federation Trail). The creation of longer loop rides (eg 40-100km) has much appeal to recreational cyclists. Access to our coastline should be key in a recreation and tourism sense. The Altona-Williamstown foreshore trail (approx 24km long) and foreshore trail down the east side of Port Phillip Bay (Port Melb to Frankston, approx 40km) are iconic rides, with the latter attracting up to 4,000 cyclists on a nice summers day. I hope the Wyndham Bay Trail gets the support it deserves.
- Werribee River bike path loop up to Centenary bridge was cut off for a year with Wyndham Park rejuvenation project in 2019. Cyclists could use the stairs. Demonstrates a lack of consideration for an important bike route into Werribee CBD.
- '20-minute neighbourhoods are defined by a range of hallmarks that either directly or indirectly relate to walking and cycling'. This concept is excellent, but would require fine planning at a small area level, that has often been missing in Wyndham. Good luck to us.
- (p.16) 'Pedestrian and cycle network planning - education'. 'Education' could be a simple as stencilling 'Walk-ride on the left' onto shared paths, to clue up walkers who don't know how to use a shared path.
- Status as an obstacle. When people grow a bit older and have some money, they look to

cars as a status symbol. They lose touch with the joy that cycling brought them in their youth. Similarly, migrants from cycling background countries (eg India and China) often fall for this car prestige trap, and see cycling as a reflection of poorer days. Bike groups that I ride with are often ethnically diverse; with African, Asian and European background people happily mixing on our rides. So cycling can actually be a vehicle for bringing community together. The slower pace and openness of riding allows for human interaction, compared with the closed environment of car travel.

- (p.18) Action 1.1 – Network Audit
- Ballan Rd from Manor Lakes shopping Centre to Wyndhamvale train line, bike path has been missing for years. Area is currently being developed, so developer contribution ought now to be forthcoming. mentioned earlier with photo.
- I'll comment that it's perhaps more important to fill in network gaps, than it is to demolish & rebuild existing below 'current standard' paths, to some extent. A strategic approach to gaining value for money vs throwing a year's bike infrastructure budget at something and then doing nothing until the next budget allocation.
- Looking at Map 2 (p.35): The cycleway network gap on Heaths Rd between Tarneit Rd and Derrimut Rd is a gap for folks west of the Werribee River (Manor Lakes & Wyndhamvale) en route to the Federation Trail (to travel east); as they have to cross the Werribee river on Shaws Rd and wrap around NE on Heaths Rd (C701) past Werribee Plaza to Skeleton Creek (0.6km N of Old Geelong Rd) to access the Federation Trail to proceed eastwards.
- The trail off the Fed Trail from Skeleton Creek westwards to near roundabout on Old Geelong Rd in proximity to VicRoads, Hoppers Crossing; passing behind (N of) the retail shops on N side of Old Geelong Rd for approx 2km. This now has open access, but floods with rain. The trail level could be raised 25-30cm in flood prone areas, and either gravel or paving added to make it an all weather trail. This saves cyclists crossing the many driveways and cross streets along Old Geelong Rd. It follows the original drain alignment used for the Fed Trail.



Flooded bike path behind shops on N side of Old Geelong Rd, Hoppers Crossing. Upper (curved) paved section is interrupted with square hatches to access buried pipeline (I reckon), so not good to ride on. VicRoads responsibility.

- The Werribee River Trail passing under the Princes Freeway lacks paving for approx 200m. It's a VicRoads responsibility. Also, signage from the SW corner of the Fed Trail is missing; to show how to cross the river, loop back under the fwy bridge (S direction), and climb the paved ramp back up to the paved bike trail. The lack of paving is perhaps off-putting for newbie or non-confident cyclists. This route goes 2-3km south, to a ramp down the Werribee cliff and a bridge crossing, taking one in behind Werribee Mansion and over to K-Road. It is fairly well used by bicycle tour groups of 10-15 cyclists coming from Werribee train station to visit the Mansion or State Rose
- Unpaved Werribee River (west bank) bike path under Princes Fwy, is VicRoads responsibility. Cycle route gateway to Werribee Mansion and State Rose Garden. A rutted gravel hill descent to this flat portion under the freeway is off-putting to those lacking bike confidence or uncertain of their navigation. Total unpaved portion is approx 200m.



- (pdf p.18) 'Elements that may be considered when developing the network plans are: Access for people of all abilities. The differing needs of training, commuter and recreational cycling'.
- Safe bicycle parking facility is an important concept.
- (p.24) Smart City Strategy. I think electric bikes (ebikes) and e-scooters are useful transport tools that should be encouraged. An ebike uses one-third input from the rider and two-thirds from the motor, so if a cyclist can travel 10km unassisted they can ride 30km on an ebike. The 25kmh max speed of an ebike may also outpace the unassisted rider, and time management in transport may mean the quicker time makes a journey possible that might otherwise have been put off. Extra trip time is as much a factor as energy required for a trip. Ebikes are great for mobility impaired (eg dodgy knee), elderly and unfit cyclists. Their range is a limitation with longer rides (eg 80-100+ km), although carrying a second 4kg battery (\$700 for li-ion) can work.
- (p.25) 'The Victorian Planning Scheme includes requirements for bicycle facilities, but there are anomalies that can only be changed by a State Government amendment to the planning scheme'. The anomalies cited are well spotted, and their rectification would benefit cycling generally.
- (p.28) Action 3.1 - Schools.
It may be implied but could be explicitly stated, that getting children to cycle to school gives them a grounding with cycling that they can hopefully recall at later stages in their lives. If they sidestep cycling during their school years, then it may be more difficult getting them to relate to cycling as adults. This might also generalise to lacking empathy for cyclists when they are adults driving vehicles.
- Behavioural signage. 'Walk/ride on the left' ought to be stencilled every km on both sides of a pathway (facing the correct direction per side). When busy, travelling on the wrong side can create havoc for cyclists, who then have to reciprocate by passing on the wrong side creating waves of uncertainty. Getting this protocol signed (eg stencilled on path) would be very useful. Migrants from 'drive on the right' countries may be especially prone to getting this wrong, although plenty of Aussies are also blissfully ignorant. Alerting walkers to the possibility that a 25kmh cyclist may seek to overtake at some stage is another facet.



New pavement at Wyndham Harbour has signage indicating to walk/ride on the left. Impressive.

- (p.29) Werribee City Centre is flagged as a trial location for signage roll-out. I'll just mention that I reckon >50% of cyclists in Werribee CBD ride on the footpath, which is technically illegal (but not rigorously enforced). Clearly, these people lack confidence to ride on the road in a moderately busy car environment. While I understand the law's desire to keep pedestrians safe, I would also want to encourage these cyclists for using an active transport mode, reducing traffic and saving on parking space.
- Way-finding signage for cyclists is a welcome concept. It helps cyclists navigate, gets Council to consider bike routing between destinations, and shows cyclists that they are getting consideration. I would observe that on the flood-plain crossing Ballan Rd (Wyndhamvale, near KFC), we had a good sign giving trip distances that some youths took to targeting by pulling the post out of the ground (usually with alcohol on Fri-Sat nights). This happened on at least 7-8 occasions, and ultimately the sign & post was lost. The sign post was only ever planted in earth, a technique that was replicated each time. A proper remedy would have been to use concrete to anchor it, and defeat the youth vandals. Instead, they won. This behaviour generalised to U-bars for cyclists to lean on at intersections, and bike stop and yield signs. Is all signage in Wyndham this poorly anchored, or is it reserved for just bike infrastructure?

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| | <ul style="list-style-type: none">• Cycleway route maps. It is handy to have PDF maps on Council's website that visitors can download, as well as printed copies in touristy cafes and similar. Werribee Mansion, the State Rose Garden and Werribee South river and beach are popular cycling destinations. The Werribee River and Skeleton Creek bike paths allow off-road cycling for 20-25km inland from the coast. A bike bridge connecting Skeleton Creek paths over the Princes Freeway would be nice, and give Point Cook residents access to Princes Hwy shopping in Hoppers Crossing; estimated cost \$5 mil.• Road furniture, such as narrowing at roundabouts (for car speed reduction) and land shoulders protruding into the roadway to define a left turn lane, can be threatening obstacles to the 20kmh cyclist who may be forced into the mainstream of 60-70kmh cars. Generally, this occurs more on arterial roads, which fall in the dominion of State govt.• Will the Strategic Cycling Corridor Network for Wyndham see Tarneit Rd as such a corridor?• (p.39) 'Tactile ground surface indicators are essential for increasing the safety, efficiency and convenience of vision impaired pedestrians'. In wet conditions, these things are very slippery. | |
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Summary of Community Budget Submissions 2020/21

| Number | Comment | Response |
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| 1 | <p>Completion of the Federation Trail from Old Geelong Road to Sneydes Road thereby preventing conflict with school children on Hoppers Lane. Provide a link from the Bay Trail at Sanctuary Lakes to Sneydes Road.</p> <p>Provide a link from the Bay Trail at Sanctuary Lakes to Sneydes Road. Currently Sanctuary Lakes is listed as a path, but it is invariably blocked by Sanctuary maintenance vehicles (registered and unregistered), golf buggies, and Sanctuary lawn mowers 3m wide. The path listed is alongside houses, thereby creating a safety hazard, and totally unreasonable for a person riding a bike to limit their speed to walking to reduce the possibility of a child.</p> | <p>The Federation Trail from Old Geelong Road to Sneydes Road, and on improving the link from the Bay Trail to Sneydes Road. The Federation Trail link around the Princes Freeway from Princes Highway to Sneydes Road is identified in the East Werribee Employment Precinct Structure Plan. This trail deviation is located on Crown land and is unlikely to be constructed until this area is released for development by the State Government.</p> |
| 2 | <p>Bicycle community of Wyndham area is neglected.</p> <p>How about making it safe to be able to commute on your bike in the Tarneit area?</p> <p>I see Leakes Road upgrade doesn't appear to have bike lanes, once again no consideration for bike community even though we have a big opportunity to make a difference. I live in Tarneit near Leakes Road but there aren't any bike lanes going towards the Federation Trail so I have to commute 11km out of my way to get back to Leakes Road to ensure I am safe and don't ride on single lanes roads full of traffic. And please don't think the sidewalk is an alternative for cyclists either, this is just fraught with danger having cyclists and pedestrians using the same footpath.</p> <p>We have a chance to make a big difference in our community and to be honest I can't believe I have to send this to you. I hope this opportunity has not passed us by with lack of understanding of cyclists and forethought into how a simple bicycle lane on Tarneit Road could make such a big difference for this area and community.</p> | <p>The Leakes Road upgrade between Davis Road and Tarneit Road was constructed as an interim treatment, with a bike lane in a west bound direction and a combination of service lane/shared paths in the east bound direction. This arrangement was based on the previous planning for the future duplication of Leakes Road, which included on-road cycle lanes in both directions. However, future duplications will now need to match in with the current State Government funded Western</p> |

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| | | Roads Upgrade project to duplicate Leakes Road (east of Derrimut Road). This project is providing for cyclists through a wide kerb side lane and a shared path in both directions. |
| 3 | <p>Expanding bike paths</p> <p>It is essential that we attempt to improve the health and fitness of Wyndham residents. There is also a side benefit of improving the mental health of individuals. This can be achieved by developing a interconnected network of bike paths across Wyndham for community use, by walkers, runners, exercisers, cyclists and individuals traveling across Wyndham. If a comprehensive interconnected network of bike paths was created it would be used by current active individuals, but also encourage others, new to walking, running and cycling to experience the benefits of "getting out of the house and moving" can bring.</p> <p>Previous strategies have only given a token mention to bike paths and the benefits. The 2013 strategy document mentions:</p> <p>Bay Trail</p> <ul style="list-style-type: none"> * Support Development of Bay Trail from Hobsons Bay to Werribee South. * Refine alignment of Bay Trail from Point Cook to Werribee South. <p>Skeleton Creek</p> <ul style="list-style-type: none"> * Support development of trail along Skeleton Creek. * Development of trail as development occurs. <p>Werribee River</p> <ul style="list-style-type: none"> * Support Development of Trail along Werribee River. <p>Development Contributions</p> <ul style="list-style-type: none"> * The provision of a regional bicycle path should be included in future Precinct Structure Plans e.g., river or creek routes. The cost of these paths should be included in the development contribution rates. <p>However, there has been little or no action on these paths since 2013 and no planning to interconnect existing paths to new paths. The end result is that the small number of dedicated paths are not well used.</p> <p>It is time to work on the root cause of poor health and wellbeing in Wyndham. We need to develop a range of facilities that encourage healthy living, in a safe convenient manner and in a way that is low cost to individuals. Thereby removing all the barriers to a fitter life. What is needed is a network of interconnected bike paths/trails that allow individuals to experience the outdoors and hopefully proceed to a healthy happy lifestyle.</p> | <p>An assessment of the 2011 Bicycle Strategy actions was provided in this supporting document, which was included alongside the draft Wyndham Pedestrian and Cycle Strategy (now called the Wyndham Active Transport Strategy (WATS) released for public consultation in November 2019.</p> <p>Consider in network planning.</p> |
| 4 | <p>To concrete the bike path along Skeleton Creek that extends from Crystal Court Point Cook to Coastal Promenade Point Cook (approximately 2.5 kms) which is currently granitic sand.</p> <p>Better commuter trails encouraging riding, walking and running and health and wellness. Opportunity to complete concreted paths that link current concrete paths around skeleton creek and other areas of Point Cook. Residents could ride/walk along trail to get to train stations rather than driving. Parents pushing prams will not get bogged in the granitic sand. More permanent solution that required less ongoing maintenance.</p> | <p>Sealing the Skeleton Creek bike path in Point Cook would extend from Crystal Court to Coastal Promenade. The Skeleton Creek Trail through Sanctuary Lakes is on land owned by Melbourne Water, who will need to consent to any works. This will also include a requirement to undertake Flora & Fauna and Cultural Heritage assessments and approvals in the waterway. The</p> |

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| | | <p>reconstruction of this path would be a multi-year project.</p> <p>Consider in network planning.</p> |
| 5 | <p>The cycle track behind Sanctuary Lakes that is gravel. The Hobsons Bay part is concrete. The gravel and stones causes accidents and makes it less accessible. Would be great to be consistent and encourage more people to cycle.</p> | <p>Sealing the Skeleton Creek bike path in Point Cook would extend the path from Crystal Court to Coastal Promenade. The Skeleton Creek Trail through Sanctuary Lakes is on land owned by Melbourne Water, who will need to consent to any works. This will also include a requirement to undertake Flora & Fauna and Cultural Heritage assessments and approvals in the waterway. The reconstruction of this path would be a multi-year project.</p> <p>Consider in network planning</p> |
| 6 | <p>Pedestrian walk ways as you enter Sanctuary Lakes. Very hard to cross the road. Encouraging people to walk and cycle but it is dangerous often to do so.</p> | <p>At roundabouts, pedestrians do not have priority and any improvements would need to be based on an overall access review and the development of potential solutions. As the roundabout at the intersection of Point Cook Road and Sanctuary Lakes Boulevard is a declared arterial road managed by the Department of Transport (DoT), then any upgrade to the existing pedestrian crossings at this intersection would require DoT approval.</p> |

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| | | Consider in network planning |
| 7 | <p>Improve Wallace Avenue, Point Cook, bike paths to the station</p> <p>Wallace Avenue is an important link from Point Cook to the Williams Landing train station. It needs to be upgraded with better connections for pedestrians and cyclists to reach the station. There should be a full review of car parks and private land use.</p> | Consider in network planning |
| 8 | <p>Pedestrian access to Aircraft Station from Williams Landing</p> <p>I live a 5-minute walk away from Aircraft Station on Abbots Avenue, Williams Landing, however I cannot access or walk to Aircraft Station. This is a real waste of a train station as it could be serving the Williams Landing community better and put pressure of an already congested and at capacity Williams Landing train station. I know it is blocked by the RAAF based owned by Federal Government, but if there was some sort of pedestrian access granted now it would be a vast improvement for the residents of Williams Landing area.</p> | It is unlikely that the proposed link through a working RAAF base would be supported by the Department of Defence. Only if the base was closed and redeveloped, would opportunities to provide this link be possible. |
| 9 | <p>A shared path on Sayers Road between Doherty's Drain (Williams Landing) and Wackett Street, Laverton (i.e. edge of Wyndham/Hobsons Bay).</p> <p>Presently, there is no safe pedestrian/cycle route between Williams Landing and Laverton. Several hundred children and young people in Williams Landing and Truganina are zoned for public and Catholic schools in Laverton. Because there is no path, our students have no alternative but to be driven or take a very circuitous, time-consuming route by public transport (which very few students are doing).</p> <p>Additionally, there is no longer a bus route that connects directly from Williams Landing to Laverton North, an employee hub for many Wyndham residents who commute daily. At the moment for someone living in Williams Landing or Truganina, the only option is to get to Williams Landing station, take a train to Laverton, then swap to a bus to Laverton North. If a path were in place there would be a safer, quicker pedestrian route to connect with the Laverton North bus.</p> <p>When the train system experiences outages between Laverton and Werribee, there is currently no safe pedestrian route for commuters to walk between Williams Landing and Laverton Stations. This affects not only Williams Landing residents, but also people who rely on the bus routes from Point Cook, Truganina and Tarneit that run to the Williams Landing bus hub. In the time waited for a train replacement bus to arrive, or the cost incurred to catch a taxi, many people could have chosen to instead walk.</p> | <p>The proposed link along Sayers Road and Old Geelong Road is a declared arterial road managed by the Department of Transport, with funding from State Government. The path would also require Hobsons Bay Council support.</p> <p>Consider in network planning</p> |
| 10 | <p>Link Williams Landing and Laverton via a footpath/bike path</p> <p>Laverton and Williams Landing are so close together yet so far apart. They are adjoining suburbs, yet to get from one to the other safely as a pedestrian or cyclist is impossible. Walking or cycling along Sayers/Old Geelong Roads is incredibly dangerous. There is no path and no suitable crossing over Laverton Creek. Consider building a suitable pedestrian/bike path from Kingsbridge Boulevard (Williams Landing) along Sayers/Old Geelong Road, crossing Laverton Creek and ending at Wackett St (Laverton). Approx. 1.8kms distance. Alternatively consider building a suitable pedestrian/bike path from the Federation Trail along the northern Lawrie Emmins Reserve boundary to Old Geelong Rd, then along old Geelong Rd, over Laverton Creek ending at Wackett St. Approx. 1.6kms distance. This would join the two communities physically and allow for pedestrian/bike access to Williams Landing from Laverton and vice versa.</p> | <p>The proposed link along Sayers Road and Old Geelong Road is a declared arterial road managed by the Department of Transport, with funding from State Government. The path would also require Hobsons Bay Council support.</p> <p>Consider in network planning</p> |
| 11 | <p>Continuous bike paths from residential areas to services</p> <p>Dedicated continuous bike lanes from residential areas to schools, train stations, parks and shopping centres so residents can lead a healthier lifestyle. This will also reduce noise and air pollution. This will also educate the younger generation.</p> | Consider in network planning |

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| <p>12</p> | <p>Connect bike paths along Werribee River</p> <p>I would very much like to see a connection made between the bike path along the river and the path through Werribee River Park. It's possible to make this connection now but it's messy and dangerous being both steep and unsealed.</p> <p>The existing, substandard, path connection is not at all evident at the moment meaning that the well constructed path through the Werribee River Park is seriously underused. If the connection was properly constructed and signage added I'm sure that many more Werribee residents would take advantage of this opportunity for a very pleasant and scenic ride.</p> | <p>Wyndham City does not own the land on which the path would be located. The main section of the missing link is located within the Riverwalk Estate, which is being developed by Development Victoria on Melbourne Water owned land. This section will be constructed as part of future stages of development. The remaining missing sections of path are located on land managed by the Department of Transport and Melbourne Water. Both parties will need to be consulted and agree on the construction of this section of path, with State Government funding potentially required. The location for this path has a number of complexities that need to be addressed. The path will pass over a natural gas pipeline, an Environmental Sensitive Overlay applies, and Cultural Heritage issues will also need to be addressed. The above issues contribute to an extended planning, investigation and design stage for this project that will take time to resolve.</p> |
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Cyclist Feedback 2017 and Achievements from Bicycle Network Strategy December 2011 to 2016

The feedback has been grouped under common categories in the tables below, to keep like comments together.

Table Error! No text of specified style in document.-1 Safety and Blackspot feedback

| Location | Type | Comment |
|----------------|-------------------------------------|---|
| Derrimut Road | Crossing Points | crossings at Sayers and Leakes Roads – but I believe these are going to be dealt with by VicRoads |
| | Cycle lane | Cycle lane on the Eastern side is in one direction only. It's a busy road so lanes on both sides of the road need to be two way. Also, going under the railway bridge near the Princess Highway |
| | Obstacles SUP | There are many obstacles within the shared paths – e.g. Derrimut Road, adjacent to Aqualink – a no standing sign (I think) way too close to the middle of the Shared path. Cyclists could easily crash into it; Cnr Derrimut Road and Willmott Cres – many signs obstructing the path – traffic lights, bike path sign (!!), no standing or something. Not at all safe. Also a shared path sign on cnr of Kookaburra and Derrimut – in middle of path instead of off to the side. |
| Kookaburra Ave | Cycle Path Obstacles | Paths on Kookaburra Ave have speed cushions in them. At night they are invisible (even with bicycle lights). No need – could have treatment similar to Shaw's Road. Also path disappears before T intersection with Derrimut Road. |
| Morris Road | Missing link | near Hoppers Crossing Station – the bike paths disappear at Heaths Road. Would be useful to have bicycle infrastructure, or maybe even signs reminding drivers of cyclists at the roundabout. |
| Princes Hwy | Condition Crossing Points SUP | the shared path is almost unusable and frequently covered in glass. If you use the 'shared path' on the Western side from Princes Hwy, there is no way to cross Railway Pde. Cars do not stop at the slip lane (though they should) so if cyclists want to get to Derrimut Road, they must travel on the road all the way from Princes Hwy to the other side of Railway Pde where there is a share path. |
| Tarneit Road | Cycle Path in Service Road | at some points the cycle path is in service roads, and cyclists who are travelling straight ahead inexplicably have to give way to motorists who are turning left. |
| Wyndham Vale | Cycle Path SUP | I prefer to have dedicated bicycle only or shared paths for safety reasons and for a relaxed enjoyable ride. I believe more people will be into cycling in Wyndham Vale if such dedicated bike trails exists. |
| Not Specified | Safety | If it felt safer to ride - the traffic is extremely scary, sometimes. |

Table Error! No text of specified style in document.-2: Specific Cycle Infrastructure

| Location | Type | Comment |
|------------------|----------------|--|
| Eurika Drive | Restrictions | Prohibit car parking on a bicycle path on Eurika Drive |
| Federation Trail | Path condition | Federation trail ceramic tiles @ crossings extreme slippery when wet, fed trail @ Forsyth Road chicane and Sayers Road crushed white rock on curve to lights was straight originally |
| | Restrictions | Remove chicanes at the 100 steps and along Fed trail East along trail Dogs should be on leash on Werribee and federation trails |

| Location | Type | Comment |
|---|-----------------------------|--|
| Forsyth Road | Infrastructure | Bridge over Forsyth Road has an unsafe for cycling sign. Make it safe. |
| Hoppers Crossing Shopping Centre | Infrastructure | Cycle paths and infrastructure should have ramps – not kerbs – to connect to paths and to the road. E.g. New Hoppers Crossing Shopping Centre has some bike loops – but you have to get your bike up and over the kerb to use it. No ramp. |
| Hoppers Lane | Path condition | Paths should have smooth transitions – e.g. Hoppers Lane outside Suzanne Corey High School. There is one old guttering – which is smooth to ride over. The other guttering beside the driveways is really bone clattering. Cyclists who know the area all stand up to go over this. The same is true of some new sections of Federation Trail. Older designs were much better. |
| Riverbend Park | Not specified | Not Specified |
| Sanctuary Lakes Saltwater Coast | Connectivity Infrastructure | Cycle path from Sanctuary Lakes to Saltwater Coast (only way through so you don't have to use busy Point Cook Road – I'm not sure that it is a cycle path, but it should be) has a kerb entrance to the path. People using wheelchairs and mobility scooters would not be able to use this path. Bikes have difficulty. |
| Trains | Amenities | There were bicycle hooks in trains, and racks on buses (like in other states.) |
| Wattle Avenue, Werribee | Not specified | Not specified |
| Werribee River | Restrictions | they don't stop the motor bikes |
| | | Dogs should be on leads on the river trail |
| | | Dogs should be on leash on Werribee and federation trails |
| Williams Landing station | Amenities | More convenient located bike cages at Williams Landing station |
| Not specified | Amenities Connectivity | Secure bike parking, direct routes to other suburbs |
| | | Secure and available bike parking as well as safe routes to places of interest and other suburbs |
| | Amenities | More end of trip facilities |
| | | More bike locks ups (Parkiteer here) |
| | | More secure Parkiteer cages at major shopping centres, etc. |
| | | More bicycle cages at stations and shopping centres |
| | | Bike cages (like train stations) at shopping centres. |
| | Connectivity | Random breaks in bike lanes that forces bikes onto main road. What's the point of having them the first place if you are just going to have breaks every 2 blocks. |
| | Education | Education signage of shared paths e.g. get off the path when stopping to chat or sightsee |
| | | Reminders for car drivers to share the road and be aware of dooring pushbikes. Better public awareness of the fact that bikes are not allowed on footpaths (unless shared) |
| | | Reminders to home owners not to park their cars on foot paths. |
| | | reminders for pedestrians to NOT wear earphones / reminders for cyclists to use their voices and bell when passing |
| | Education Signage | I like the idea of separated cycle and pedestrian paths, as long as slow cyclists and children can still use the footpath. But will people adhere to this? Signs need to be extremely clear. People who use paths in Wyndham seem oblivious to the surroundings – they're all over the place. |
| | Enforcement | Stop drivers from parking in bike lanes |
| | Infrastructure | Bollards are a general pain - bicycle network suggests alternative methods to prevent cars entering bike paths |
| | | Separate cyclists and pedestrians on shared paths |
| | Path condition | Path quality and transitions supported high pressure road tyres |
| Bicycle lanes if they were marked with ripple paint | | |
| Chicanes at 100 steps | | |

| Location | Type | Comment |
|----------|--------------|--|
| | | Overgrowth obstructing 2 way travel. And poor condition of existing bike paths. Most out west have large 'tram track' tyre eaters that make using the paths a challenge at the best of time and flat out dangerous the rest of the time. |
| | | Re-paint bicycle lanes with ripple paint. |
| | | Stop adding those rocky strips on the roads - they kill me each time I ride over them. Like Cobbles. |
| | | All bike paths should be accessible to people on bikes, with trailers, on recumbents, tricycles etc. At present, some chicanes are too tight for them to get through. And some the path isn't good enough for them to reach (e.g. bike path under Freeway heading to Werribee River Path). |
| | Restrictions | More obstructions to stop stolen cars and motocross bikes! |
| | | Speed limit for cyclists on shared paths (20kmh) |
| | Signage | Km markings on bike paths till next major road for example |
| | | Bike lane signage on all bike paths showing it's a bikeway. It's illegal to ride on the footpath in Victoria, so how do we know which paths are OK? |
| | | Signs reminding dog walkers when they need to keep their dog on a lead. |
| | | |

Table Error! No text of specified style in document.-3: Amenity feedback

| Location | Type | Comment |
|---------------|-------------------------------------|---|
| Not specified | Drinking fountains Bicycle pumps | Yes. Would be great to have drinking fountains and some stations with bike pumps (if they can't be vandalised) as they do in some other municipalities. |
| | Toilets | Toilets would be great. |
| | Signage | Signs with numbers of kms to next drink station or shop, or even to existing public toilets would be great. Signage on Wyndham's paths is not good. |

Table Error! No text of specified style in document.-4: Education, Promotion and Communication feedback

| Location | Type | Comment |
|--|---|--|
| Community Centres Bike Shops Schools | Fact Sheets/Material School Programs Safety | Also, the Men's Shed and community centres could hand out info about bike paths and cycle courtesy. Bike shops and schools, kindergartens could also play a role. Children in the walk and ride to school programs might be getting taught this. If not, they should be. Strangely it seems that the lack of understanding about keeping left unless overtaking is almost universal in Wyndham. Riding in other municipalities is not perfect, but the vast majority of people keep left. Here you can't tell where they're going to go. |
| Rates Notice | Tips and hints | Maybe with rates notices – include a few basic hints on how to safely use active transport. |
| Signage | Safety | Tricky. Many more signs would help – also as are in evidence in other municipalities. Signs that remind people to move left if they hear a bell; signs reminding cyclists to get off the path if they stop, bicycles and walkers painted on the path and a white line down the middle – with 'keep to the left' signs, or even arrows. |
| Not specified | Asset maintenance | If there was less glass on the roads! Far too many broken bottles. |

Table Error! No text of specified style in document.-5: Cycle network feedback

| Location | Type | Comment |
|--------------------------------|---|---|
| All bike lanes | Infrastructure Safety | Widened lanes where parking spots are adjacent |
| | Path condition | Keeping Cycle lanes swept |
| | | Bicycle lanes to be cleared of stones / rubble |
| | | Bike lanes that are maintained |
| All Bike Paths | Infrastructure | Bike paths |
| | Path condition | Maintenance on existing bike paths |
| | Safety | Get rid of the plastic death traps at every intersection on every bike path.seriously! |
| All Cycle Paths | Amenity | Trees shading cycle paths for summer time convenience |
| | | plant more trees as a shade along bike paths |
| | Signage Infrastructure | Dedicated bike paths well signed, with distances to major towns/landmarks |
| | Path condition | Better maintenance of bike paths. |
| All paths | Path condition | Well sealed paths |
| All paths All trails | Education Promotion Communication Signage | Reminders for pedestrians to keep left |
| | | Path condition |
| | | |
| All Roundabouts | Infrastructure Safety | at roundabouts |
| | Infrastructure Safety | Continue bike lanes through roundabouts |
| All Schools | Infrastructure | Bike lanes in feeder roads within 1km of all schools and areas were children frequent |
| | Infrastructure Education Promotion Communication | Better bike lanes in the vicinity of schools and signage to remind motorists to respect cyclists |
| All Services Lanes | Safety | Where service lanes cap off |
| All Shared Paths | Infrastructure | painted share paths |
| All Shopping Precincts | Infrastructure | Secure parking for cycles in shopping areas. |
| All Trails | Connectivity | Connecting all trails |
| All Trails Federation Trail | Path condition | Repair the cracks in the path "properly". There are cracks in the path that are more dangerous than tram lines. And the squiggly glue material used makes the entire experience a dangerous obstacle course in the wet. |
| Arterial Roads | Infrastructure | Separate bike only paths for commuting along major roads |
| | | More bike lanes on major roads. |
| | | bike lanes along all main roads and to all new estates |
| | | Bicycle lane fully painted on all major roads, POINT COOK Road, PALMERS Road, DUNNINGS Road |
| | | More bike lanes on major roads |
| | | More dedicated bike lanes along major roads |
| | | More cycling lanes on major roads. |
| | | Bike lanes on all major roads. E.g. Leaks Road, Sayers Road |
| | Infrastructure Safety | All major roads to have clear & wide bicycle lanes |
| | | Bicycle lanes or Copenhagen lanes on major roads exiting Werribee (Leakes Road, Sayers Road) |

| Location | Type | Comment |
|--|---|--|
| Arterial Roads All Trails | Infrastructure Connectivity | Any access to a current bike trail from the main road. E.g. cannot ride along Sayers or Leakes Road and turn onto the trail using a slip lane |
| Ballan Road Manor Lakes Shopping Centre Armstrong Road | Connectivity | Bike path along Ballan Road 0.7km from Manor Lakes Shopping Centre NW to Armstrong Road (Wyndham Vale Train Station), and further NW to accommodate new housing estates. |
| Ballan Road | Connectivity | Any access from CBD to Ballan Road |
| | Infrastructure | Ballan Road bike lane through from race course to manor lakes Status Update: Shared Path constructed between Bulban Road and Manor Lakes Boulevard |
| | | Ballan Road Status Update: Shared Path constructed between Bulban Road and Manor Lakes Boulevard |
| | | Bike Lanes Ballan Road from Werribee to Wyndham Vale Status Update: Shared Path constructed between Bulban Road and Manor Lakes Boulevard |
| | | Construct sealed shoulders on Ballan Road rural to be used as bike lanes |
| Infrastructure Connectivity | Ballan Road from McGraths to Manor Lakes Status Update: Shared Path constructed between Bulban Road and Manor Lakes Boulevard | |
| Ballan Road Ison Road | Infrastructure Connectivity | Extend coverage for Ballan Road up to Ison Road |
| Ballan Road Bolton Road Heaths Road | Infrastructure Connectivity | Manor Lakes to Werribee Plaza - no cycle lanes at all |
| Ballan Road Werribee River Trail | Infrastructure Connectivity | Any access from CBD to Ballan Road |
| Ballan Road | Path condition | Redo Ballan Road edge and add bike lane. Trucks have destroyed roadside edge and its extremely unsafe |
| | | Along Ballan Road in Wyndham Vale to Werribee Town (would like to have smooth road without has to stop) |
| | | Ballan Road bike path lane. Roadside edge has been destroyed by trucks over last 3 years. |
| Bay Trail | Connectivity | Point cook to Williamstown coastal bike path stopping at Sanctuary Lakes is very disappointing, would like it to continue through point cook to Werribee south |
| Bay Trail Federation Trail Skeleton Creek Trail | Connectivity | Join Coastal trail with Federation Trail |
| Bay Trail Skeleton Creek Trail | Infrastructure Connectivity | extend Fed trail from sanctuary lakes to Werribee south |
| Bay Trail | Infrastructure Connectivity | Connecting infrastructure between point cook and the city |
| | | Connect Sanctuary Lakes/Altona foreshore bike path to Wyndham Harbour. |
| | | Bay Trail to continue on SOUTH side of Point Cook RAAF Base. |
| Bike Paths and Trails | Infrastructure | More water |
| Bindowan Drive Virgilia Drive | Connectivity | The ends of the trail through the park between Bindowan Dr and Virgilia Dr |
| Bolton Road | Infrastructure | Bicycle lanes on Bolton Road |
| | | Cover Bolton Road to help Manor Lakes residents ride safely to and from Presidents Park |
| Boundary Road | Connectivity | Boundary Road |
| Bulban Road | Infrastructure | Widening of the seal on Bulban Road from Cottrell St round-about through to new railway bridge. On road bike lanes are disjointed in 80 km/h zone. |

| Location | Type | Comment |
|---|--------------------------------|--|
| | | Just a wider seal is needed in the 100 km/h section; bike lane will just fill up with rubbish etc. |
| | | Bikes lanes on both sides of Bulban Road |
| | | Bike lane down Bulban Road |
| Caroline Springs Melton Diggers Rest Federation Trail Sayers Road | Connectivity | Better links to neighbouring suburbs like Caroline springs, Melton and Diggers Rest without having to go out of the way and travel back on the current paths. Better links to the federation trail from surrounding suburbs/streets e.g. Sayers Road. Crossing lights for the fed trail on Forsyth Road. |
| Central Venue | Infrastructure | Painted bike lanes on Central Avenue, particularly along the stretch of road heading towards the roundabout joining Point Cook Road |
| Cottrell Street Werribee River Trail | Infrastructure Safety | Werribee river trail/Cottrell Street |
| Cottrell Street | Path condition Safety | Cottrell St. bike path crossing needs urgent fixing |
| Davis Creek | Connectivity | Along Davis Creek from the North end of the Werribee River trail to Sayers Road. |
| Derrimut Road | Connectivity | Direct crossing from the hoppers fire station to the park south of the swimming pool (Derrimut Road) |
| | Infrastructure Safety | the whole Derrimut Road |
| Derrimut Road Leakes Road | Infrastructure Safety | Derrimut Road and Leakes Road |
| Derrimut Road Princes Highway | Infrastructure | A bicycle lane on Derrimut Road (x) Princes Hwy intersection that turns right off Derrimut Road |
| Derrimut Road Pacific Werribee | Infrastructure Safety | At Werribee Plaza Derrimut Road |
| Derrimut Road Hopkins Road | Path condition | widening of Derrimut / Hopkins, with continuous shoulder/bike lane, to many fatalities on this access road |
| Derrimut Road Leakes Road | Safety | At intersection of Derrimut Road and Leakes Road. |
| Dohertys Road Tarneit Road | Infrastructure | Bike lane Dohertys Road and Tarneit |
| Duncans Road Federation Trail | Connectivity | Bicycle lanes along Duncans Road to join Werribee CBD to Federation Trail |
| Duncans Road Werribee River Trail | Connectivity Infrastructure | Bike lane over freeway to Werribee South |
| Duncans Road Werribee River Trail Federation Trail Werribee South | Connectivity Infrastructure | Making Mansion tourist precinct more bike accessible via both Duncans Road/Fed Trail and via Werribee River trail/park. |
| Duncans Road | Infrastructure | Duncans Road |
| | Infrastructure Connectivity | On road bike lanes to be completed on Duncans Road to Beach Road |
| | Path condition | Keep the sealed shoulders on Duncans Road clean of market garden rubbish and mark the shoulders as bike lanes. Fine the market gardeners for carting the mud and rocks onto the roads |
| Federation Trail Forsyth Road | Infrastructure | A traffic light controlled crossing for the Federation trail at Forsyth Road |
| Federation Boulevard Truganina Sth Primary School | Connectivity | From behind Truganina south primary school path to cross federation Blvd to cross over to the park, the kerb should be lowered to cross to the inner edge of the park. |
| Federation Trail Skeleton Creek | Connectivity | The Fed Trail should be extended approx. 2km from skeleton Creek west behind the industrial/shopping area on side of Old Geelong Road. This would mean cyclists don't have to mingle with heavy traffic or cross |

| Location | Type | Comment |
|--------------------------|--|--|
| Old Geelong Road | | dozens of driveways in a busy car intensive area. It would add allure to Hoppers Crossing residents to use the Fed Trail. The tracks there could be paved and the gate needs opening near the roundabout (opposite VicRoads). |
| Federation Trail | Connectivity | Please renew the roads at Federation Trail. It has many gaps that could lead to puncturing the tires of cyclists. |
| | | The completion of Federation Trail to the city |
| | | Complete federation trail across to Hyde Street in Yarraville |
| | | Federation trail to Footscray trails |
| | | Continuation of Fed Trail into the city |
| | | The completion of the Federation Trail at Williamstown Road |
| | | Connecting Fed Trail |
| | | Extension of other paths from Fed trail to points around Wyndham |
| | | Federation trail connection to Yarra trail |
| | Path condition | repair cracks properly in the fed trail |
| | | Vast improvement of the Federation trail |
| | | Renewing the roads of Federation Trail |
| | | The upkeep of the federation trail |
| | | Please fix fed trail. It needs resealing |
| | | Improved surface on Federation trail. |
| | | Infrastructure needs to be maintained. Fed Trail has numerous areas of deep wide cracks where wheels could become jammed. Has been like this for years. |
| | | Fed trail cracks need repairing. |
| | | Fed trail fixed on areas where there are holes or path has been raised |
| | | Removing rough bitumen bumps and bad cracks on Fed Trail. |
| | | Federation trail completed to get to the city, improved paths and roads for cyclists that don't start and stop in the middle of nowhere or lead to dangerous intersections without a safe way to cross. Safe access to turn into trails from the road, places to stop and repair your bike or fill your water bottle |
| | | Concrete all of Federation trail because the bitumen section has large cracks which is a safety issue. |
| | | Fixing up Fed Trail's cracks |
| | | Ceramic tiles on fed trail coated with tar or removed. |
| | | Federation trail needs repair/maintenance; north of Duncans Road |
| | Path condition Infrastructure | All lights on Federation trail should be adjusted for bikes, not the same as pedestrians |
| | Path condition Connectivity | Eastern End of Fed Trail to Footscray |
| | Path condition Safety | Bend at Federation and Werribee River trails needs fixing. it is currently dangerous |
| | Connectivity Safety | Connect federation bike trail to city (currently scary on road sections) |
| | Infrastructure | Federation trail to follow freeway all the way to interchange off Ballan Holden on ramp |
| | | A set of traffic lights where the Federation trail crosses Forsyth Road. |
| | | Faster traffic light sequences for cycles along Fed Trail |
| | Infrastructure Connectivity | All lights on Federation trail should be adjusted for bikes, not the same as pedestrians |
| | | Completed federation trail path to Werribee |
| Infrastructure Safety | The access to federation trail from a cross road | |

| Location | Type | Comment |
|---|--------------------------------|--|
| Federation Trail Skeleton Creek Princes Freeway | Connectivity | Connect Fed Trail from Skeleton Creek to Point Cook |
| Federation Trail Kororoit Creek Trail Grieve Parade | Connectivity Infrastructure | My commute at Federation trail to Grieve parade |
| Federation Trail Werribee South | Connectivity | Federation trail from Hoppers Lane |
| Federation Trail Bay Trail | Connectivity | Join foreshore trail & federation trail at somewhere in Point Cook |
| Federation Trail Sayers Road Forsyth Road | Infrastructure Safety | Better links to neighbouring suburbs like Caroline springs, Melton and diggers rest without having to go out of the way and travel back on the current paths. Better links to the federation trail from surrounding suburbs/streets e.g. Sayers Road. Crossing lights for the fed trail on Forsyth Road. |
| Federation Trail Forsyth Road Werribee River Trail Cottrell Street | Infrastructure Safety | Traffic lights on Federation trail/Forsyth Road & Werribee river trail/Cottrell St to prov |
| Federation Trail Forsyth Road | Infrastructure Safety | Where the Fed trail crosses Forsyth Road |
| | | Traffic lights to cross Forsyth Road on Federation Trail |
| | | Federation trail crossing of Forsyth Road needs lights |
| | | Forsyth Road crossing needs traffic lights |
| | | Traffic lights on fed trail crossing Forsyth Road |
| | | Federation trail lights crossing at Forsyth Road. Very dangerous crossing with heavy vehicle traffic during peak hours. |
| | | federation trail Forsyth Road intersection needs traffic lights |
| | | Federation Trail at Forsyth Road |
| | | Put a zebra crossing or traffic light across federation trail over Forsyth Road |
| | | Pedestrian lights at Forsyth Road. and Fed Trail |
| | | Federation trail crossing of Forsyth Road needs lights |
| | | Lights on fed trail crossing Forsyth Road |
| | | Traffic lights at Federation trail/Forsyth Road |
| Traffic lights where the Federation Trail crosses Forsyth Road | | |
| lights at the Forsythe Federation Trail crossing | | |
| Federation Trail Palmers Road | Infrastructure Safety | Federation trail / Palmers Road heading south on Palmers Road |
| Federation Trail Princes Highway | Infrastructure Safety | Federation trail/Princes Highway intersection towards Werribee |
| Federation Trail Werribee River Trail | Safety | Bend at Federation and Werribee River trails needs fixing. it is currently dangerous |
| Federation Trail Bay Trail | Connectivity | Join Federation Trail with Coastal trail |
| Forsyth Road | Connectivity | Forsyth Road between Federation Boulevard and old Geelong Road. Shared path off road is best. Continue bike path to Point cook |
| Forsyth Road Old Geelong Road | Infrastructure | From Forsyth Road into housing estate: travel from old Geelong Road, go past traffic lights at Fed Blvd and keep left to enter housing estate. Bollard stops prams and bikes from using path. Crazy spot! |
| Forsyth Road | Infrastructure | Bicycle lanes on Forsyth Road. |
| Forsyth Road Federation Blvd Federation Trail | Infrastructure Connectivity | From Forsyth Road turning into fed Blvd footpath is at a sharp angle and way too narrow. Can't push a pram or ride around the corner without |

| Location | Type | Comment |
|--|---|--|
| | | getting on the grass. Same at the opposite end of the path to turn into fed trail. |
| Geelong Werribee | Connectivity | Bike path to Geelong from Werribee |
| Greens Road | Infrastructure | Greens Road traverse of Lollipop Creek - 50m gap in E-W bike route. |
| Heaths Road Derrimut Road | Connectivity Infrastructure | Heaths Road heading west across Derrimut Road, Hoppers Crossing. Approx. 10m on W side of intersection lacks room for bike with busy slow lane traffic. |
| Heaths Road Shaws Road | Connectivity Safety | Heaths Road and Shaws Road roundabout |
| Heaths Road | Infrastructure | Heaths Road to Old Geelong Road |
| | | Heaths Road - Needs Bike Lane |
| | | Bicycle lanes along the entire length of Heaths Road |
| | Path condition | better quality road surface on Heaths Road in hoppers |
| Heaths Road Derrimut Road | Infrastructure | Bike lane past the plaza on both sides |
| Heaths Road Mossfield Drive | Infrastructure | Heaths Road (x) Mossfield Drive |
| Heaths Road Rowes Road | Infrastructure | Presidents park roundabout |
| Hogans Road Tarneit Road | Connectivity Infrastructure Safety | Hogans Road (x) Tarneit Road |
| Leakes Road | Connectivity Safety | Leakes Road across freeway |
| Leakes Road | Connectivity Infrastructure | Path along Leakes Road between Skeleton Creek and Tarneit Road |
| Leakes Road Morris Road | Connectivity Infrastructure | Leakes and Morris Road intersection |
| Leakes Road | Infrastructure | Cycling paths that link to each other. For example, Leakes Road has a cycling path from Derrimut Road to Leakes Road but after that nothing |
| | | Bicycle lanes on Leakes Road between Palmers Road and the Federation trail |
| | | Leakes Road between palmers Road and Forsyth Road |
| | Infrastructure Connectivity | The entirety of Leakes Road |
| | | Federation a Trail connecting Tarneit station |
| | | Dedicated bike paths to train station along Leakes Road. |
| Leakes Road Sayers Road | Infrastructure | Bicycle path on Leakes and Sayers Road |
| Leakes Road Sayers Road Heaths Road | Infrastructure Connectivity | Connect federation bike trail to Derrimut |
| Leakes Road Sunset Views Boulevard | Infrastructure Connectivity | At the intersection of Leakes Road and sunset views Blvd |
| Leakes Road Kororoit Creek Road | Connectivity | A safe way to cross the freeway to connect Leakes Road and Kororoit Creek Road to Williamstown |
| Major Centre Heaths Road Derrimut Road | Infrastructure Connectivity Promotion | End of journey infrastructure - continuous paths to shops and stations and adequate bicycle parking. New Pacific Plaza is terrible - bike parks about 100 metres from entrance in Southern Car Park. Should be next to entrance to encourage active transport. |
| Major Centres | Connectivity Infrastructure | Continuous routes into major centres |
| Market Road | Infrastructure | Would like a bike lane on Market Road |

| Location | Type | Comment |
|--|--|--|
| McGrath Road | Infrastructure | McGrath Road |
| Morris Road | Infrastructure Connectivity | Complete bicycle lane on Morris Road to and from Hoppers Crossing Train Station |
| Morris Road Heaths Road | Infrastructure | Bike lane on Morris Road between Heaths Road and train station |
| Morris Road Hogans Road | Infrastructure Safety Connectivity | On Morris going north through. Morris & Hogans Road. Two car lanes reduce to one with no bike lane until later. |
| Morris Road Old Geelong Road | Infrastructure | Morris Road past Heaths Road intersection to and from Hoppers Crossing train station |
| Morris Road Heaths Road | Infrastructure Safety | Start of Morris Road at Heaths Road & Morris Road intersection. Have to duck into / out of service road for safety. |
| Neighbouring Councils | Connectivity Infrastructure | bike lanes to connect Werribee to Melbourne CBD, Lara, Bacchus Marsh |
| | | Construct routes into adjoining municipalities |
| Old Geelong Road | Infrastructure Safety | From Princes freeway entry to Old Geelong Road to Heaths Road i.e. past hoppers shopping strip |
| Old Geelong Road Hoppers Cross Rail Station | Infrastructure | Crossing the railway lines at Hoppers Crossing station |
| Palmers Road | Infrastructure | Palmers Road bike lane |
| | | Bicycle lane drawn on Palmers Road Point Cook all the way to Sayers Road. |
| | | Palmers Road need bike lanes instead of shared path. Cyclists must stop and wait for lights at every pedestrian crossing as there are massive blind spots. |
| Palmers Road | Infrastructure | Palmers Road |
| Palmers Road Forsyth Road Skeleton Creek Trail | Infrastructure Connectivity | Safe bicycle paths on the major connecting roads between Point Cook and Truganina |
| Palmers Road Overton Road | Infrastructure Safety | Traffic lights on Palmers Road near Williams Landing station. |
| Palmers Road Skeleton Creek Trail | Infrastructure Connectivity | Palmers Road on south western side of Skeleton Creek Status Update: Completed |
| Point Cook | Connectivity | Path from point cook to city |
| | Infrastructure Connectivity | Safe ways to get from point cook to anywhere |
| | Safety | Roundabout at point cook as its too dangerous to merge with traffic when turning right |
| Point Cook Sneydes Road | Infrastructure | Completion of bike lane along Pt. Cook & Sneydes rd |
| Point Cook Williams Landing Station | Infrastructure | Bike cage on Point Cook side of Williams Landing station |
| Point Cook Road | Infrastructure | bike lines for the entire length of Point Cook Road |
| Point Cook Road Central Avenue | Infrastructure Safety | roundabout at top of Point Cook Road near McDonalds |
| | | Point Cook Road round about at Queens Street. |
| | | The Point Cook roundabout - near McDonald's - from Aircraft station to Sanctuary Lakes. |
| Point Cook Road Sneydes Road | Infrastructure | Crossing Point Cook Road at Sneydes Road |
| Point Cook, Williams Landing | Connectivity Infrastructure | Complete bike lane to Point Cook |
| Princes Freeway Point Cook | Connectivity | Path to Geelong freeway from Point Cook |
| Princes Freeway | Connectivity | Bicycle path toward Geelong, possibly along rail line |

| Location | Type | Comment |
|---|--|---|
| Regional Rail Link | Infrastructure | |
| Princes Freeway | Infrastructure | Maltby bypass freeway Werribee exit treatment / bike path connection to West Road Dedicated bike paths away from freeways |
| | Infrastructure Safety | Bicycle path on the Werribee west exit from the Princes Freeway the exit ramp from the freeway to the highway is too narrow and dangerous |
| Princes Freeway Regional Rail | Infrastructure Connectivity | Easier access to Geelong |
| Princes Highway | Infrastructure | Princes Highway from Werribee to Hoppers |
| | | bike lane east bound princess Highway to match west bound |
| | | Dedicated cycle lane along Princes Highway |
| | | Along Princes Hwy on North Side – make cycling infrastructure contiguous – too many stops and starts. Also needs a lane that is on the main hwy – not in the service road – so cyclists can move at speed and don't need to continually stop and start. |
| Princes Highway Hoppers Lane | Infrastructure | Bicycle lanes at the new intersection at princes hey and hoppers lane HX. |
| Rail Stations | Safety Infrastructure Connectivity | Make it safe and easier to cycle to the ONLY public transport for bikes. There are only 4 train stations for Wyndham, are there 1 Million commuters? |
| Railway Avenue Princes Hwy Cherry Street | Connectivity | Bicycle lanes to connect Railway Ave to Princes Hwy bicycle infrastructure along Cherry St |
| Regional Rail Link | Infrastructure | Signs showing distances and destinations |
| | | Construct bike path along regional rail link to Sunshine |
| | Connectivity Infrastructure | Cycle path along Regional Rail link. (Was supposed to have been included) |
| | | Bike paths along the entire RRL |
| Regional Rail Trail Princes Highway Werribee River Trail Bay Trail Werribee South | Infrastructure Connectivity | A loop incorporating RRL and Princes Highway and/or Werribee South |
| Ring Road Trail | Infrastructure | In Deer Park from where the Ring Road bike path crosses Ballarat Road to Caroline Springs on road bike path via Deer on both sides of Ballarat Road. |
| Sanctuary Lakes Boulevard | Safety | The Sanctuary Lakes roundabout is a death-trap waiting to happen. |
| Sayers Road Hogan | Infrastructure | Bike lanes along every major road. E.g. Sayers, Hogan |
| Sayers Road | Infrastructure | Bike lane on Sayers Road |
| | Infrastructure Connectivity | Sayers Road from Derrimut Road to the federation trail |
| | | The end of Sayers Road |
| Sayers Road Federation Trail | Infrastructure Safety | Sayers Road with safe access to the federation trail |
| Sayers Road Derrimut Road | Infrastructure | Sayers Road and Derrimut Road |
| Shared Paths | Education, Promotion and Communication | Awareness of dual access for use of existing paths |
| Shaws Road | Infrastructure | Shaws Road continuation of Bike Lane to whole road. |
| Skeleton Creek Point Cook | Infrastructure | Anything to do with skeleton creek and Point Cook bike path crossings. |
| Skeleton Creek Trail | Connectivity | Where skeleton creek meets the freeway. Put a path under the freeway for easy access to point cook. Also make the Geelong Road near Forsyth |

| Location | Type | Comment |
|--|-------------------------------|---|
| Princes Freeway Point Cook | | Road Bridge safe. I want to go to point cook without having to go all the way to Palmers Road and back |
| | | Bike friendly bridges over the Westgate Fwy, to link Werribee with Point Cook. |
| Skeleton Creek Trail Bay Trail | Connectivity | Saltwater Coast to Sanctuary Lakes link |
| | | Point cook to city path |
| Skeleton Creek Trail Forsyth Road Princes Freeway Federation Trail | Connectivity Infrastructure | From federation trail to point cook bridge along Forsyth Road. |
| Skeleton Creek Trail Hoppers Crossing Truganina | Connectivity Infrastructure | Lip of pedestrian bridge fix, (linking Hoppers and Truganina) over skeleton creek |
| Skeleton Creek Trail Princes Freeway Federation Trail | Connectivity | A bridge over the freeway to join Federation Trail to the bike paths in Point Cook, near Skeleton Creek |
| | | Need connecting path between Federation trail and Skeleton Creek |
| | | Skeleton Creek Trail under the freeway to join up with Federation Trail |
| | | Skeleton Creek path to Point Cook |
| | | federation trail to skeleton waterholes creek trail |
| | | Connecting Fed Trail with Point Cook |
| | | Bridge over free to connect Fed and Skeleton trails |
| | | To get to Point Cook from Hoppers Crossing |
| | | Bike bridge over Westgate Fwy at Skeleton Creek. |
| | | The bridge over the freeway to join Skeleton Creek to Point Cook |
| | | A bridge over the freeway to join Federation Trail to the bike paths in Point Cook, near Skeleton Creek |
| | | Need connecting path between Federation trail and Skeleton Creek |
| | | Cross freeway at Skeleton Creek |
| | | Extend federation trail under bridge along skeleton creek going under freeway. |
| Connecting the existing bike paths - federation trial to skeleton creek | | |
| Skeleton Creek Trail Princes Freeway Federation Trail Boardwalk Blvd Old Geelong Road | Connectivity | Boardwalk Blvd., Point Cook to Forsyth Road, Hoppers Crossing |
| Skeleton Creek Trail Princes Freeway Federation Trail Old Geelong Road Forsyth Road Boardwalk Blvd | Connectivity | Bridge connecting point cook to Forsyth Road. Widen bridge, have separate bike path and pedestrian crossing at Forsyth Road and Geelong Road intersection. Lots of new housing. Make it easy to use bikes and walk to get cars off the road. It's very dangerous now! |
| Skeleton Creek Trail Bay Trail | Infrastructure Connectivity | Bike path from sanctuary lakes to Werribee south |
| Skeleton Creek Trail Point Cook | Path condition Infrastructure | upgrade bike path west of Point Cook Road |
| Skeleton Creek Trail | Path condition | The path from Point Cook to Point Cook Road is never edged and nearly completely grown over. |
| Skeleton Creek Trail Princes Freeway Point Cook | Path condition | Skeleton creek path improved in Point Cook |
| Skeleton Creek Trail Princes Freeway Federation Trail Bay Trail | Connectivity | All bike path From Point Cook to city |

| Location | Type | Comment |
|--|--|--|
| Palmers Road Point Cook Road | | |
| Sneydes Road Federation Trail Princes Fwy | Connectivity Infrastructure | Bike path from Point Cook to Geelong |
| Sneydes Road Palmers Road | Infrastructure | Shared path, north side Sneydes Road West of Point Cook Road. Eastside Palmers Road Williams Landing b/w Ashcroft & Frey |
| Sneydes Road | Infrastructure | Cycle path from Sneydes Road to coastal park |
| Sneydes Road Point Cook Road | Infrastructure Safety | Sneydes and point cook intersection road is too narrow |
| Sneydes Road Hoppers Lane | Infrastructure | Sneydes Road & Hoppers Lane Status Update: Completed |
| Sneydes Road Princes Freeway Point Cook | Infrastructure Connectivity | from Sneydes Road over the freeway to Point Cook Status Update: Completed |
| Sneydes Road Princes Freeway Point Cook | Infrastructure Connectivity | Sneydes Road bridge over M1 widened for bicycle access Status Update: Completed |
| Sneydes Road | Path Condition Safety | End of Point Cook shared path over Sneydes Road bridge to Werribee bike path - a dangerous stretch Status Update: Completed |
| Synnot Street | Infrastructure Connectivity | Continuing bike path on Synnot St |
| Tarneit Road Davis Road | Infrastructure | Bicycle lane stops on Leakes at Tarneit Road from Davis Road. Need unbroken lane between Tarneit and train station to avoid multiple awkward side street crossings on shared footpath. |
| Tarneit Road | Infrastructure | Tarneit Road, after intersection with Sayers. Bike lane on Tarneit Road |
| Tarneit Road Dohertys Road Sayers Road Leakes Road | Infrastructure | Bike lanes on Tarneit, Dohertys, Sayers and Leakes Roads |
| Tarneit Road Hogans Road | Connectivity Infrastructure Safety | Tarneit Road at Hogans Road |
| Tarneit Station | Connectivity | Bicycle path to Tarneit station |
| Town Centres | Infrastructure Connectivity | Safe paths to shopping areas |
| Tarneit Road Heaths Road | Infrastructure Safety | Tarneit and Heaths Road round a bout. |
| Truganina Laverton | Infrastructure | Better paths into the industrial parts of Truganina/Laverton to make riding to work a safer option |
| Wallace Avenue Skeleton Creek Williams Landing Rail Station | Connectivity | Connection between Boardwalk Boulevard and Wallace Ave on the way to Williams landing. Continuous bicycle infrastructure from Old Geelong Road to Board Walk Boulevard |
| Wallace Avenue | Infrastructure | Improve shared path for bicycles on Wallace avenue to the station, path not wide enough |
| Wattle Avenue | Infrastructure | Bollards removed from Wattle Ave please. |
| Watton Street | Infrastructure | Bike lanes in Watton street |
| Werribee | Connectivity | Connection of Werribee bike paths |
| Werribee Hoppers Crossing | Infrastructure | Better cycling lanes on roads west and north out of Werribee and Hoppers to attract more of Melbourne's riders which will help business and tourism |

| Location | Type | Comment |
|---|---|--|
| Werribee Park | Path condition | Alter the chicane recently installed on the Werribee Park side of the bypass on the river path |
| Werribee River | Infrastructure | Bike path along Werribee river to Werribee south |
| | | Bollard recently installed (off centre) on Werribee river path under the Shaws Road bridge. What the heck? |
| | Connectivity | Bicycle that follows Werribee River towards Melton. |
| | | Werribee River bike path from Werribee Mansion to Werribee South. |
| | | Need a bike lane to Bacchus Marsh |
| Infrastructure Connectivity Infrastructure Connectivity | complete path under freeway to Werribee Park and Zoo | |
| | The unsealed section on the Princes Highway that leads down to the Werribee River (under the freeway) | |
| Werribee River Trail Wyndham Harbour Bellarine rail trail | Connectivity | If bike paths were connected to make loop rides. 30 - 50km loops would be good. I'm particularly happy to ride without traffic on rail trails and bike paths; e.g. the Werribee River Trail to Wyndham Harbour, and the Bellarine rail trail 37/74km ride. |
| Werribee River trail Lollypop Creek trail | Connectivity | Werribee River trail to continue further North than it does at present & Lollypop Creek trail to continue under the RRL Bridge to connect with existing trail. |
| Werribee River Trail Cottrell Street | Infrastructure | Safety improved on Werribee river trail/Cottrell Street crossing |
| Werribee River Trail Federation Trail | Connectivity Infrastructure | Construct path under Geelong Freeway to Werribee Mansion |
| Werribee South Federation Trail Skeleton Creek Trail Bay Trail Werribee River Trail | Connectivity Infrastructure | To get to & from Werribee to Werribee South |
| Werribee South | Infrastructure | Bike lane around 'Werribee south' |
| | | Werribee South bike path |
| | Infrastructure Connectivity | Better loop around Werribee south Bike lane around Werribee South |
| Werribee South Skeleton Creek Trail Bay Trail | Infrastructure Connectivity | Completing link from Hoppers Crossing to Werribee South and on to the Bay Trail at Altona |
| West Gate Bridge | Connectivity | Complete bike path over west gate bridge from Williamstown Road in Yarraville |
| | Infrastructure | Separate bike bridge/lane over west gate bridge for commuting to CBD from Williamstown Road in Yarraville |
| Williams Landing Laverton | Connectivity | Link between Williams Landing and Laverton |
| Williams Landing Station | Amenities | More Bicycle racks at Williams Landing Station |
| Wyndham | Connectivity | A Bicycle Path from Wyndham all the way to Melbourne CBD |
| | Infrastructure | A velodrome in Wyndham - a simple way to reduce the number of cyclists on roads |
| Wyndham Vale Train Station | Enforcement Restrictions | Stop cars parking in Cycle lanes - see around Wyndham Vale Train station |
| You Yangs Road Bulban Edgars Road You Yangs Road Branch Road | Infrastructure | Bike lanes to you Yang's by road widening |
| Not specified | Amenity | Secure bike parking, direct routes to other suburbs |
| | | Good environment |

| Location | Type | Comment |
|----------|--|--|
| | Amenities | Secure and available bike parking as well as safe routes to places of interest and other suburbs |
| | Connectivity | Connections, Connections and Connections |
| | | Greater connectivity |
| | | Linkages between Wyndham City and Melbourne CBD |
| | | Bicycle lane along the freeway to the city (e.g. swept emergency lane) |
| | | Connections Connections, Connections |
| | | Better infrastructure of bike lanes connecting to one another |
| | | Connecting routes |
| | | Paths/Cycling lanes that connect. |
| | | Well designed and complete paths, lanes etc. that don't end in the middle of nowhere or fail to link up to other infrastructure |
| | | Cycle paths that link |
| | | Bike lanes that connect |
| | | Connect all other missing links in the existing network |
| | | Direct bike path from here to the city and back |
| | | Better coastal links |
| | Continuity of cycle lanes | |
| | Consultation | To be included at planning stages of any new plans. |
| | Education | Education program for cyclists, pedestrians, vehicles to understand each other and encourage sharing. |
| | | Education for all road users |
| | Education, Promotion and Communication | Better road awareness to motorists |
| | | Reminders for people to restrain dogs |
| | | Increased community awareness on cyclists - we're not evil! |
| | | One metre maters |
| | | Identified major cycling routes |
| | | More awareness for all road users. |
| | Leadership by our elected councillors on changing attitudes and sharing our roads. | |
| | Enforcement | Enforcing bike lanes are NOT for parking |
| | General comment | All of the above choices appear important, but some don't affect my travel routes personally. |
| | | Too many to list its ridiculous! |
| | | Good for health |
| | | Allow bikes to be placed on a rack at the front of a bus, same as in Ottawa, Canada. |
| | | An off-road cycle race and training venue. I.E. criterium track |
| | | Bike racks on buses. |
| | | velodrome |
| | | Bike hooks in trains - remove some seats (like standing in trams) |
| | | Cycling public transport options. |
| | Save money | |
| | Infrastructure | A velodrome in Wyndham |
| | | More bike lanes around Wyndham |
| | | Would like roads with divided bike path |
| | | Bike paths and lanes to be included on all road improvements that lead into the industrial areas so that people can safely ride to work. |
| | | Make cycling a commuting option by connecting the suburbs to stations with safe riding options. |

| Location | Type | Comment |
|----------|------|--|
| | | Every new road or remaking to have bike infrastructure |
| | | No off-road improvement |
| | | Improved conditions for cyclists at intersections |
| | | A couple of on-road bike lanes that loop around Wyndham about 50km or so in length |
| | | A bypass through Docklands that separates pedestrians and bikes |
| | | Bike paths along rail lines to ease access to stations |
| | | Bike paths and lanes to be included on all road improvements that lead into the industrial areas so that people can safely ride to work. |
| | | Safe bicycle passage through major roundabouts with intense traffic volumes |
| | | Bike paths and lanes to be included on all road improvements that lead into the industrial areas so that people can safely ride to work. |
| | | Bike lanes |
| | | Better on road infrastructure |
| | | Dedicated bike paths wherever possible |
| | | Totally segregated lanes |
| | | wider bike paths in city areas |
| | | More bike lanes |
| | | More cycle lanes on Wyndham roads |
| | | More bike lanes |
| | | More bike lanes on roads |
| | | Cycle Lanes everywhere |
| | | Shoulders with bike lanes on upgraded roads so I'm not close to vehicles |
| | | More good quality road surfaced bike lanes |
| | | Short circuit mountain bike track |
| | | clear signs |
| | | White lines and direction arrows |
| | | Clear sign posting of shared paths. |
| | | Well lit at night |
| | | Paths and bike lanes to link up for a continues safe ride |
| | | Bikes lanes through intersections on these key roads |
| | | Bike lanes on main roads |
| | | Bike lanes along not so major roads |
| | | Painted lines |
| | | Raised Cycle lanes where possible |
| | | Better signage for bike lanes and bike paths. |
| | | Improve sign n path in the west |
| | | Water fountains every 5 km apart along the cycle paths |
| | | Secure all weather parking in all public use areas |
| | | chicane /parking islands on suburban road have cut through lane to avoid cycle jumping in/out road lane |
| | | Major roads where cyclist frequent that don't have bike lanes, have signs tell drivers to be cautions and share the road |
| | | Bicycle box's at traffic lights |
| | | Traffic lights on the fed trail at all cross roads |
| | | Better road lighting, so cars can see us! Some people won't ride if it is too dark, as it is less safe. |
| | | Better signage on paths |

| Location | Type | Comment |
|----------|--|---|
| | | Bike paths to run along the side of freeways as they do on all other freeways in metro Melbourne |
| | | Painting at roundabouts to enforce a cyclist takes up the lane and you can't pass |
| | Infrastructure | bike lanes to all new estates |
| | Infrastructure Connectivity | K Road – need cycle path or cycle lanes for people to get to the mansion, zoo, winery, golf course etc. It could help with cycle tourism as well as for local transport now that there are so few buses. There is another way – under the freeway – but this is unusable by people who are not on standard bikes, or are not confident. |
| | | Cycle paths connecting all of Wyndham neighbourhoods |
| | | More bike paths |
| | | Integrated safe bike lane network |
| | Path condition | Terrible cyclists lanes in HC/ Wyndham area |
| | | Roads with bike lanes to be swept more regularly |
| | | Better maintenance of bike lanes. |
| | | Removal of Cobble like road areas |
| | | Road surfaces which are free of holes |
| | | Cleaning up road debris |
| | | If shared paths were in better condition |
| | | Roads without pot holes |
| | | All of these suggestions are good but we need routes that are adequate for cyclists that are maintained (regularly cleaned) |
| | | Better maintenance on the Federation Trail |
| | | Maintenance of cycling lanes, currently full of debris |
| | | Filling in potholes |
| | | Clear overgrowing vegetation from paths |
| | Path condition, Infrastructure | Better lighting |
| | Promotion | 'Reduce the number of cyclists on roads' What? Why would you want that? Cycling on roads (in lieu of driving) is to be encouraged as it benefits everyone. |
| | Safety | Safe passage |
| | | Less Accident on road |
| | Safety Infrastructure | have concrete dividers on road to separate cars from bikes |
| | Safety Education, Promotion and Communication | Reminder that cyclists are on road and to slow down i.e. construction zones with b-doubles |
| | Safety Infrastructure | Where shared or bike path crosses a local road, bike to have right of way |
| | Signage | Signs that stop people parking in bike lanes!! |
| | | Good signage |
| | | Extensive use of 'Cyclists may use whole lane' signs |
| | | Signs |
| | | Clear direction signs showing path link ups |
| | Standards | I do enough though infrastructure is inconsistent |
| | All shared paths to be a minimum of 3 m wide | |

Achievements from Bicycle Network Strategy December 2011 to 2016

Major paths constructed during the five years:

- 2012 - Saltwater Promenade on-road bike lanes, shared path (Point Cook Road to Haze Dr)
- 2013 - Sneydes Road on-road bike lanes (Point Cook Road to Hacketts Road)
- 2013 - Werribee River Trail shared path link under Melbourne- Geelong rail line
- 2013 - Palmers Road shared path link (Wallace Avenue to Williams Landing Station)
- 2014 - Armstrong Road shared path (Ballan Road to Greens Road)
- 2014 - Tarneit Road on-road bike lane (Caraleena Drive to Sayers Road)
- 2015 - Melbourne Water pipe reserve shared path (Tarneit Road to Derrimut Road)
- 2016 - Ballan Road shared path upgrade (Bulban Road to Manor Lakes Boulevard)
- 2016 - Sneydes Road shared path (Hacketts Road to Princes Freeway)
- 2016 - Leakes Road on-road bike lane and shared path/service road link (Tarneit Road to Davis Road)

Wyndham City Council Bicycle Network Strategy Achievements (2011 – 2016)

| ELEMENT | ACTION | TIMEFRAME | RESPONSIBILITY | TYPE OF FUNDING | 2016 STATUS UPDATE |
|-------------------|--|-----------------|---|--|--|
| Trails | | | | | |
| Bay Trail | • Support development of Bay Trail from Hobsons Bay to Werribee South. | Ongoing | Parks Victoria Council – City Presentation Parks and Recreation | Shared funding – Parks Victoria/Council Capital Works / Parks Victoria | • The Saltwater Coast Estate and Werribee South Marina have constructed sections of the Bay Trail as part of development approvals. |
| | • Refine alignment of Bay Trail from Point Cook to Werribee South. | 2012-2013 | Council – City Presentation Parks and Recreation /Transport Planner /Parks Victoria | Business Plan Task | • Not completed. |
| Skeleton Creek | • Initiate investigation into Princes Fwy crossing feasibility. | 2013-2014 | Council – Engineering Services VicRoads | State Government VicRoads | • Completed Oct 2013 |
| | • Support development of trail along Skeleton Creek. | Ongoing | Council – City Presentation Parks and Recreation | Council – Capital Works | • Ongoing |
| | • Development of trail as development occurs. | Ongoing | Developers | | • Ongoing, e.g. Waterhaven Estate south of freeway |
| Werribee River | • Support development of trail along Werribee River. | Ongoing | Parks Victoria Council – City Presentation Parks and Recreation | Shared funding – Council/Parks Victoria/Developers | • Precinct Structure Plans provide for a shared path on both sides of the Werribee River, north of Presidents Park. |
| | • Identify alignment of trail south of Princes Freeway to Werribee South (eastern side). | 2011-2012 | Parks Victoria | Wyndham City / Melton Shire Council | • Not completed |
| | • Identify alignment of trail North of Davis Creek to Melton Township. | 2011-2012 | Wyndham City – Strategic Planning / Melton Shire Council | | • Werribee River Shared Trail Strategy completed April 2013. |
| Networks | | | | | |
| Off- Road Network | • Prepare Concept Plans for individual projects as per Figure 5.1 & Figure 8.1. | Ongoing 2011 | Council –Engineering Services/City Presentation Parks and Recreation | Business Plan task | Paths within existing urban areas are concept planned as part of other infrastructure projects, or as stand-alone projects. Within growth areas, paths are identified within Precinct Structure Plans. |

| | | | | | |
|---------------------------|--|--------------------------------------|--|--|--|
| | <ul style="list-style-type: none"> ○ High ○ Short term ○ Medium term | 2012 2013 | | | |
| | <ul style="list-style-type: none"> ● Construct paths as shown in Figure 5.1 and 8.1 <ul style="list-style-type: none"> ○ High ○ Short term ○ Medium term | 2011-2012 2012 – 2014 2015+ | Council – City Presentation Parks and Recreation / Engineering Services / Strategic Planning / Developer | Council – Capital Works Business Plan task | A number of identified paths within existing urban and new growth areas have been constructed by Council or developers. See list of major paths constructed next page. |
| Commuter Network | <ul style="list-style-type: none"> ● Prepare Concept Plans for individual projects as per Figure 5.1 & Figure 8.1. <ul style="list-style-type: none"> ○ High ○ Short term ○ Medium term | On-going 2011 2012 2013 | Council – Engineering Services | Business Plan task | Paths within existing urban areas are concept planned as part of other infrastructure projects, or as stand-alone projects. Within growth areas, paths are identified within Precinct Structure Plans. |
| | <ul style="list-style-type: none"> ● Construct paths as shown in Figure 5.1 and 8.1 <ul style="list-style-type: none"> ○ High ○ Short term ○ Medium term | 2011-2012 2012 – 2014 2015+ | Council – Engineering Services | Council – Capital Works | A number of identified paths within existing urban and new growth areas have been constructed by Council or developers. |
| | <ul style="list-style-type: none"> ● Plan for bicycle facility as part of road widening or road construction projects. | On-going | Council – Engineering Services Transport Planner | Council – Capital Works | On-going |
| Development Contributions | <ul style="list-style-type: none"> ● The provision of a regional bicycle path should be included in future Cell Development Plans, eg river or creek routes. The cost of these paths should be included in the development contribution rates. | Ongoing | Council – Strategic Planning / City Presentation Parks and Recreation | Business Plan task | All Development Contribution Plans and Precinct Structure Plans for new growth areas identify Council and Developer funded bicycle paths. |
| New Estates | | | | | |
| Network | <ul style="list-style-type: none"> ● Plot bicycle routes identified in the approved Concept Plans onto the Existing Bicycle Network Plan indicating a proposed path. | Ongoing | Council – Transport Planner / City Presentation Parks and Recreation / Engineering Services | Business Plan task | Ongoing |
| | <ul style="list-style-type: none"> ● Paths/routes approved in future Concept Plans to be incorporated by City Presentation Parks and Recreation / Engineering Services | Ongoing | Council – Transport Planner / City Presentation Parks and Recreation / Engineering Services | | Ongoing |
| | <ul style="list-style-type: none"> ● Continue to require bicycle network plans as a specific plan in Concept Plan submissions for rezoning. | Ongoing | Council – Statutory & Strategic Planning | | Superseded by Precinct Structure Plans, which contain a specific Public Transport and Path Network Plan. |
| | <ul style="list-style-type: none"> ● Required provisions on collector roads as agreed in GAA project review. | Ongoing | Council – Statutory & Strategic Planning/ Engineering services | | Recent Precinct Structure Plans provide a dedicated off-road bike path along Collector Roads/Connector Streets. |
| Other Facilities | | | | | |
| Monitoring | <ul style="list-style-type: none"> ● Update the Existing Bicycle Network Plan (Figure 2.1) every year. ● Review the strategy in 4 years ● Review data obtained from Super Tuesday bike count to identify trends in network usage. | Annual 2015 On-going | Council – City Presentation Parks and Recreation / Engineering Services Council – City Presentation Parks and Recreation / Engineering Services | Business Plan task Business Plan task | Existing network plan was not updated on an annual basis. Review underway in 2016/17 Ongoing annual data collection |
| Funding | <ul style="list-style-type: none"> ● Submit business cases. | Annually | Council – Engineering Services | Council – Capital Works VicRoads programs Federal programs | On-going, e.g. 2015/16 Federal funding provided to install and upgrade the shared path along Ballan Road from Bulban Road to Manor Lakes Boulevard. |
| Other Facilities | | | | | |

| | | | | | |
|---------------------------------------|--|---------------------------|---|--|---|
| Schools | <ul style="list-style-type: none"> Road cross-sections on collector roads / high volume access streets abutting proposed school sites should be as shown in Figure 4.1 to provide 2m footpath and an on-road bicycle lane. | Ongoing | Council - Statutory & Strategic Planning Engineering Services | | Wyndham Subdivision Guidelines requires a 2m footpath abutting schools. Recent Precinct Structure Plans now provide a dedicated off-road bike path along Collector Roads/Connector Streets. |
| | <ul style="list-style-type: none"> Gated access onto parks and reserves, and connecting cycle paths to the gate. | Ongoing | Council - Statutory & Strategic Planning City Presentation Parks and Recreation /Engineering Services | | A draft Off-Road Shared Path Guidelines – Terminal Treatments prepared in 2014 for internal discussion. |
| Site Improvements | | | | | |
| Accident sites | <ul style="list-style-type: none"> Review accident statistics and identify improvements to address accidents. | 2012-2013 | Council – Engineering Services/ City Presentation Parks and Recreation | Business Plan task | Ongoing |
| | <ul style="list-style-type: none"> Submit treatments to VicRoads for funding under PBN program or Blackspot funding. Alternative funding will be Council's Annual Capital Works. | Ongoing | Council – Engineering Services | Seek funding from VicRoads PBN and Blackspot programs. Council's Annual Capital Works | Ongoing |
| Network locations | <ul style="list-style-type: none"> Seek input from the Wyndham and Hobsons Bay Bicycle Users Groups on problem crossing points and discontinuities in the cycle network. | Ongoing – annual requests | WTAC / City Presentation Parks and Recreation – liaise with WBUG & HBUG | Works part of Council's Traffic Management program | Ongoing |
| | <ul style="list-style-type: none"> Seek input from the community by advertising and seeking comments on problem locations. | Ongoing – annual requests | WTAC – liaise with Council's Public Relations | | Problem locations submitted by residents to Council on an ongoing basis. The replacement draft Wyndham Cycling Strategy has sought cyclist input. |
| Schools | <ul style="list-style-type: none"> Seek input from schools on problem bicycle network locations and possible improvements. | Ongoing | Council – Community Safety | | Wyndham's Active Travel to School Program is working with selected schools on preferred routes and improvements. |
| Road Safety and Infrastructure | | | | | |
| Local Area Traffic Management | <ul style="list-style-type: none"> Designs of LATM treatments to recognise needs of cyclists. Particular treatments requiring attention are roundabouts and kerb outstands. | Ongoing | Council – Engineering Services | Part of design process | Ongoing |
| | <ul style="list-style-type: none"> Refer to Austroads Traffic Engineering Practice Guideline No. 14 and to VicRoads' Cycle Notes for standards, guidelines and ideas. | Ongoing | Council – Engineering Services | | <ul style="list-style-type: none"> Ongoing |
| | <ul style="list-style-type: none"> Specifically incorporate where possible kerb side cycle lanes (2 – 2.3 metres) or wide parking lanes (3.7 metres) on excessively wide collector roads to reduce the visual width of the road. | Ongoing | Council – Engineering Services | | <ul style="list-style-type: none"> Ongoing in established suburbs on a case by case basis. Recent Precinct Structure Plans provide an alternative treatment. |
| | <ul style="list-style-type: none"> Specifically incorporate coloured pavement treatments | Ongoing | Council – Engineering Services | Part of design process | <ul style="list-style-type: none"> Ongoing on a case by case basis. |
| Special Treatments | <ul style="list-style-type: none"> VicRoads' Cycle Notes provides on special treatments such as front of queue storage boxes. These types of treatments should be implemented in conjunction with the development of a cycle path or route. | Ongoing | Council – Engineering Services | <ul style="list-style-type: none"> VicRoads' PBN program where appropriate Council's Traffic Management fund | Ongoing |

| | | | | | |
|---|--|-------------|--|---|--|
| | <ul style="list-style-type: none"> Retrofitting of treatments should occur in conjunction with responses from WBUGS, HBUGS and community comments. | Ongoing | Council – Engineering Services | <ul style="list-style-type: none"> Council’s Traffic Management fund | Problem locations submitted by residents and cyclists to Council on an ongoing basis. |
| Problem Sites | <ul style="list-style-type: none"> There are several locations and roads where specific attention is required. These sites need the development of particular ideas and treatments: | 2011-2015 | VicRoads, Bicycle Victoria Council – City Presentation/ Transport Planner/ Road Development | Business Plan task | See Below |
| | <ul style="list-style-type: none"> Linking of Forsyth Road across Princes Freeway | 2011 / 2012 | VicRoads, Council – Engineering Services | Business Plan task | <ul style="list-style-type: none"> Council completed the approaches to the overpass only. VicRoads duplication of the overpass needed to complete the link. |
| | <ul style="list-style-type: none"> Linking of the Skeleton Creek Trail /Federation Trail at the Princes Freeway. | 2011/2012 | | | <ul style="list-style-type: none"> Feasibility Study completed. Further planning to be undertaken in 2016/17. |
| | <ul style="list-style-type: none"> Linking of Hoppers Crossing – Williams Landing – Laverton | 2012 | | | <ul style="list-style-type: none"> Not Completed. |
| | <ul style="list-style-type: none"> Sneydes Road (Hacketts Road to Hoppers Lane and Princes Highway) | 2012 | | | <ul style="list-style-type: none"> Sneydes Road link completed in 2016. |
| | <ul style="list-style-type: none"> Hogans Road (Tarneit Road to Morris Road) | 2012/2013 | | | <ul style="list-style-type: none"> Hogans Road – Investigated |
| | <ul style="list-style-type: none"> Shaws Road (Heaths Road to Tarneit Road) | 2012/2013 | | | <ul style="list-style-type: none"> Shaws Road - Not completed |
| | <ul style="list-style-type: none"> Interim treatments on two lane rural roads before upgrading to four lane divided Roads (eg. Sneydes Road, Sayers Road). | 2012/2013 | | | <ul style="list-style-type: none"> Sealed shoulders or shared path/service road treatments used. |
| | <ul style="list-style-type: none"> Review and develop a network within the Werribee CBD | 2012/2013 | Council - Place Manager/Engineering Services | Business Plan task | <ul style="list-style-type: none"> An Access and Movement Strategy for the Werribee City Centre commenced in 2016/17. |
| | <ul style="list-style-type: none"> Obtain input from Wyndham BUG, Hobsons Bay BUG and WTAC on specific bicycle facilities required within the Werribee CBD. | | Vic Roads, Council – Transport Planner, Bicycle Victoria WTAC and BUGs | | <ul style="list-style-type: none"> No input sought – see above comment. |
| Public Awareness and Communication | | | | | |
| Promotion / Publicity | <ul style="list-style-type: none"> A bicycle trail brochure should be updated every 2-3 years by City Pres. Parks and Reserves showing the existing off-road and on-road facilities and proposed main links to be constructed within the following 2 years. The brochure should be distributed through all BUGS, bicycle stores and Council’s business locations. | Ongoing | Council – City Presentation Parks and Recreation | Business Plan task | <ul style="list-style-type: none"> An updated Wyndham Bike Map produced. |
| | <ul style="list-style-type: none"> The bicycle trail brochure should be maintained on Council’s website. | Ongoing | Council – Public Relations/City Presentation Parks and Recreation | | <ul style="list-style-type: none"> An online bike map is now available at https://www.wyndham.vic.gov.au/services/sports-parks-recreation/find-local-sports-club-or-activity/bike-paths-walking-trails |

| | | | | | |
|---------|--|----------------------|---|--------------------|---|
| | <ul style="list-style-type: none"> Other social media applications should (i.e., smart phone applications) should be investigated | 2012-2013 | Council – Public Relations/City Presentation Parks and Recreation/ Bicycle Vic. | | <ul style="list-style-type: none"> Not completed |
| Signage | <ul style="list-style-type: none"> Complete signage strategy along the various recreation paths that encompasses: <ul style="list-style-type: none"> Signs at intersections with other trails and to identify intersecting trails, destinations and distance A consistent style of signage Signs that indicate direction and distance to major destination/facility nearby (eg retail centre, sports ground, recreation reserve) as well as a major destinations (eg Werribee Plaza, Werribee CBD, Chirside Park) Signage, including distances to public toilets and drinking water Emergency marker signage. | 2012/13 then ongoing | Council – City Presentation Parks and Recreation | Business Plan task | <ul style="list-style-type: none"> A Wayfinding Strategy for the Werribee City Centre completed in 2015/16. An Open Space Signage Strategy commenced December 2015. West Trails (Western Metropolitan Region Trails Strategic Plan) due in 2017 identifies the consistent approach required for regional trails. |

Source: Wyndham City Council 2017