

wyndhamcity

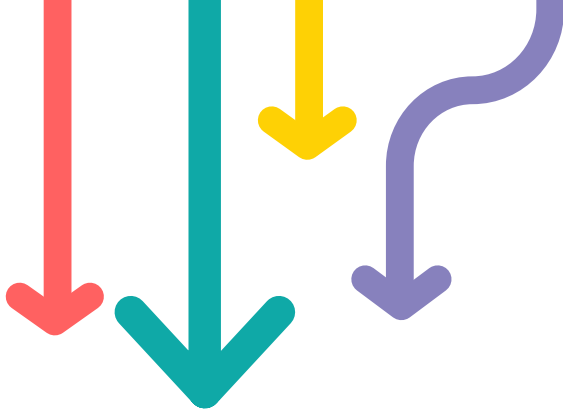


WYNDHAM ACTIVE TRANSPORT STRATEGY 2020



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MAYORS MESSAGE



As has often been said of late, we live in unprecedented times. If you had said to me three months ago that we would be offered a live experiment in 2020 in what low traffic, low noise, low emissions communities would

be like, I would not have believed you. But one of the side effects of Covid-19 in limiting car journeys to essential trips has been such an experiment to reveal exactly what low traffic, low noise, low emissions communities look like in the real world. And the response has been both staggering and deeply gratifying.

People have taken to their feet, bikes, scooters, skateboards and assorted other devices in large numbers to more deeply explore Wyndham’s mix of urban, rural and coastal environments. This has been enabled by streets that feel safe and comfortable for people of all ages, abilities and backgrounds to walk, cycle, scoot and roll on. While inevitably economic activity will slowly ramp back up and bring increasing traffic with it, we should not forget this moment in time and work through the Wyndham Active Transport Strategy 2020 to bring this quality of urban experience to Wyndham. We won’t achieve this by banishing the car and we do need to recognise that the earlier development of our city was

built primarily around accommodating vehicle movement. But we will achieve this, step by step, over time, by filling in the gaps in our active travel networks that make journeys on foot and bike harder than they need be.

We will do this by making our streets calmer and safer for everyone who uses them, not just for people on foot and bike but also people in cars. We will do this by designing for everyone, so that everyone can participate in the rich offerings of the city. We will do this by over time making our communities more walkable and more cyclable, not only through infrastructure, but through planning that puts more of the things we need and use in our daily lives within easy and safe walking and cycling distance. We will do this through building on and extending our existing trail networks, recognising that for Wyndham to be connected, it needs to connect to the places around us. We will do by education; promotion and communicating the health; economic; social and environmental benefits of walking and cycling. And we will do this by partnering with other levels of government; a whole range of stakeholders and with our communities to help make all of this happen. This is summed up by the plan’s guiding principles: Stress-free; accessible for all; people-centred; innovative and collaborative.

So I invite you to be part of this active transport journey towards a safer; more inclusive; more accessible and more sustainable Wyndham.

Cr Josh Gilligan
Wyndham City Mayor





EXECUTIVE SUMMARY

We are all pedestrians at some point in every journey and most of us cycle at some time in our lives. Our recent experience with Covid-19 has given us the opportunity with quieter streets to safely explore our communities by foot and bike and through this gain a greater appreciation of everything that Wyndham has to offer. This experience shows that everybody benefits when the places we live in are easy, safe and attractive to walk and cycle around. This is the Wyndham we want to foster through the Wyndham Active Transport Strategy.

Wyndham is a large and diverse city with people of all ages, abilities, incomes, lifestyles and experiences. Our location, and the fact that we have a mixture of urban, rural, and coastal areas means that we have a wide range of untapped opportunities for pedestrians and cyclists.

There is potential for walking and cycling to become a genuine transport mode of choice in Wyndham due to the relatively flat topography, suitable climate, and proximity to public transport hubs and activity centres. Both modes are easily accessible as they are low cost or free, and available to all ages and abilities.

Wyndham needs an efficient and convenient active transport network that is well designed, has direct routes, provides connectivity and has no missing links. The construction and the planning of a connected network, without missing links, will enable a variety of users to walk and cycle to access their daily needs, and is a critical aim for this strategy. Council officers will plan and develop a connected network that considers the different types of users and destinations, and the path types required to link them.

It is also important in developing a connected active transport network, to explore opportunities for respectful acknowledgement and engagement with Traditional Owners in line with Wyndham's Reconciliation Action Plan.

The use of innovative solutions and the ability to adapt to disruptive technologies will be critical to delivering an active travel network that meets the needs of Wyndham now and into the future.

We have an ambitious vision for walking and cycling in Wyndham and we have a unique opportunity to create our future and put our destiny into our own hands.



WYNDHAM'S FLAT TOPOGRAPHY AND PROXIMITY TO CBD, GEELONG AND WESTERN METROPOLITAN REGIONS MAKES IT AN IDEAL PLACE TO WALK AND CYCLE AND TO BECOME THE ACTIVE TRANSPORT LEADER OF VICTORIA.

LIKE THE WERRIBEE RIVER THAT FLOWS TO THE SEA, THE ACTIVE TRANSPORT NETWORK WILL TAKE US TO WHERE WE WANT TO BE.

PURPOSE OF THIS DOCUMENT

The Wyndham Active Transport Strategy (WATS) will provide Council with strategic direction for active transport network planning, infrastructure provision, and education, that makes our active transport network accessible, integrated, comfortable, attractive and safer for people of all ages and abilities.

This strategy is a key action from the Wyndham Integrated Transport Strategy adopted in 2016. The strategy builds on the achievements of the 2011 Bicycle Network Strategy which are outlined in the ‘Wyndham Active Transport Strategy supporting document’.

THIS IS JUST THE START

This strategy is a key component to ensuring continued improvements to the active transport network in Wyndham and that our residents are encouraged to make changes to how they move around Wyndham.

Delivering a better walking and cycling environment requires investment in infrastructure and supporting amenity, and improvements to our overall approach to the design and delivery of transport infrastructure and urban design.

The actions in the strategy will result in game changing improvements that will benefit our residents now and into the future.

WORKING TOGETHER

Council recognises the important role that community members, stakeholder groups and other levels of government will play in achieving the vision of this strategy. Implementation of this strategy will, where required, be undertaken cooperatively with other stakeholders to maximise the outcomes.

We acknowledge that the feedback of the community has greatly helped the development

of this strategy. Engagement with the community has clearly shown that some residents are extremely passionate about active transport and want to see improvements made to the network and the missing links fixed. There are undoubtedly many other residents who enjoy and value active transport who we will also seek to engage with, during implementation of the strategy.

GUIDING PRINCIPLES

The following principles have been chosen to guide the actions of this strategy. These principles are based on Council’s 2040 vision and align closely with the Victorian Government’s Transport Integration Act 2010 and Plan Melbourne’s 20-minute neighbourhood concept.

1. STRESS FREE:

Active transport in Wyndham should not be stressful. Routes and infrastructure should be direct, connected, safer, attractive, comfortable and easy to navigate.

4. INNOVATIVE:

Active transport in Wyndham should be fun, and the network will need to adapt to existing and future smart technologies and micro-mobility innovations.

2. ACCESSIBLE FOR ALL:

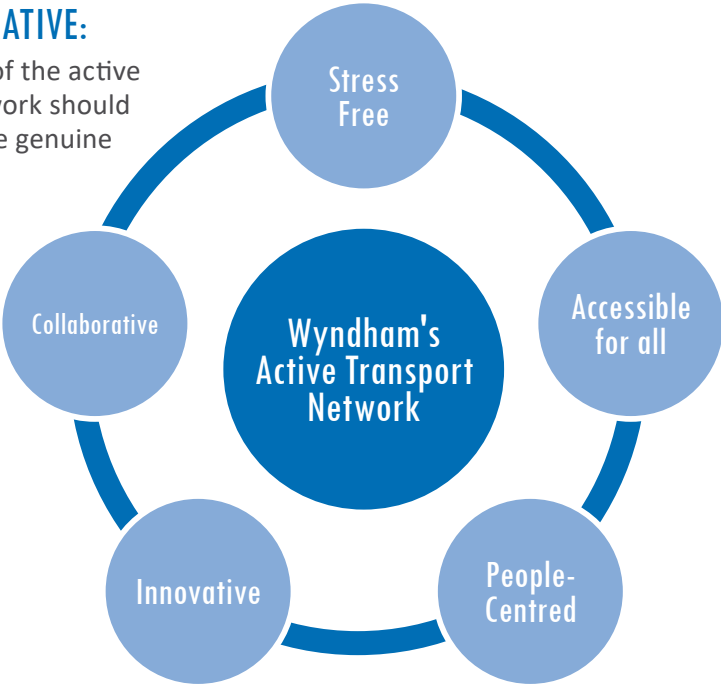
Wyndham’s active transport network should accommodate as many users as possible with varying travel requirements and ability levels.

5. COLLABORATIVE:

Development of the active transport network should occur alongside genuine engagement.

3. PEOPLE-CENTRED:

The active transport network should be well designed and facilitate better access to, and greater mobility within local communities.



THIS STRATEGY PROVIDES THE FIRST STEPS TOWARD CREATING A BLUEPRINT THAT WILL REIMAGINE WALKING AND CYCLING TO MAKE WYNDHAM ACCESSIBLE AND ATTRACTIVE FOR ALL.



OUR VISION FOR 2040

Wyndham is the active transport leader of Victoria and continues to improve access for all.

Barriers to people and place are now connections that enable us to celebrate who we are and where we live.

The unique locality and location of Wyndham with our coast, urban and rural areas mean that regional trails important to Melbourne, and further afield, traverse our municipality.

Residents and visitors alike are refreshed and inspired by spending time walking and cycling in Wyndham with opportunities unlocked along the coast and inland waterways, which is now a backbone to much of the expanded active transport network.

Ongoing network and supporting infrastructure improvements typify and lead world's best practice.

Use of smart technology and data analytics combined with people-focused urban design has contributed to increased liveability and more connected neighbourhoods.

Ongoing innovation ensures active transport is agile and multi-modal trips are stress-free.





Walking and cycling are now preferred and viable transport choices resulting in a healthier mix of transport modes.

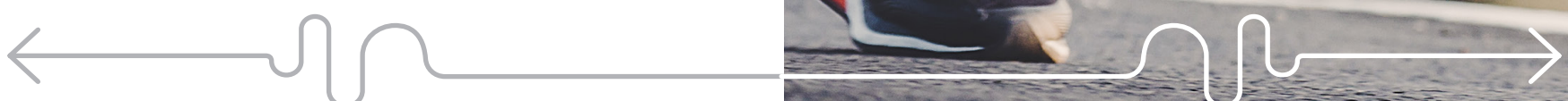
Wyndham's long-term commitment to walking and cycling coupled with innovative approaches to managing growth, has resulted in the Community being more connected to each other, places, and opportunities.



AIM:
THIS STRATEGY AIMS TO PROVIDE
COUNCIL WITH A STRATEGIC
DIRECTION FOR AN ACTIVE
TRANSPORT NETWORK THAT
IS ACCESSIBLE, INTEGRATED,
COMFORTABLE, ATTRACTIVE,
AND SAFER FOR PEOPLE OF ALL
AGES AND ABILITIES.

To realise this vision, we will invest in the following areas and objectives:

- **THE NETWORK**
Achieve an integrated active transport network that will enable all users to move around the network according to their needs.
- **INFRASTRUCTURE**
Active transport infrastructure meets the needs of all people within Wyndham.
- **KEY INFRASTRUCTURE PROJECTS**
Enhance existing projects to position Wyndham as the active transport leader of Victoria.
- **EDUCATION, PROMOTION AND COMMUNICATION**
Wyndham residents have access to information on smarter, healthier, more environmentally sustainable travel choices through education, promotion and communication.



Why do we need a guiding strategy?

Wyndham's location and rapid growth provides both challenges and outstanding opportunities to provide a world class active transport network. Wyndham benefits from having flat topography and having waterways that form green links across Wyndham and provide respite from the built environment.

The way in which pedestrians and cyclists move, or don't move, around in Wyndham reflects the pattern of development that has resulted from individual housing estates developing over time. The path network, while extensive, is disjointed, of variable quality and not functioning in a way that allows active transport to be the preferred way to get from A to B. Map 1, below, shows

the disjointed nature of the current cycling and shared path network, some older suburbs lack footpaths on one or both sides of some streets, and some streets have infrequent or lack pedestrian crossing points.

The actions in this strategy will define the priorities for future investment, including short and long-term projects aimed at completing the missing links of the Wyndham-managed active transport network, as well as larger projects that will require advocacy for funding from State and Federal Governments.

The missing links in the active transport network are the weakest links in any journey. They can be inconvenient and discourage use of the network and prevent people with limited and restricted mobility from using the path network at all. Wyndham must be accessible to all our residents and actions from this strategy will help to achieve this.

While Wyndham is continuously improving the path network, the current network does not reflect, or lead, worlds best practice. The path network does not always support how our residents want to move around and as a result discourages less confident and able users. Perversely, this can reinforce the current car dominated transport choices of many of people travelling in Wyndham as active transport is seen as being not as safe or normal. Also, the network does not support a mode shift to more sustainable transport choices which could positively impact on congestion, health, and carbon emissions. To be improved, the path network for people must be given the same importance as the road network for cars.

In Wyndham 58.6% of households currently have access to two or more vehicles, compared to 50.7% of households in Greater Melbourne. Similarly, 3.5% of households in Wyndham did not have access to a vehicle, compared to 8.5% of households in Greater Melbourne. This, in part, results in lower levels of active transport and translates into lower levels of fitness and related

negative health impacts. Also, a car dominated Wyndham suffers negative economic and social impacts resulting from higher levels of car ownership, congestion, and longer commutes.

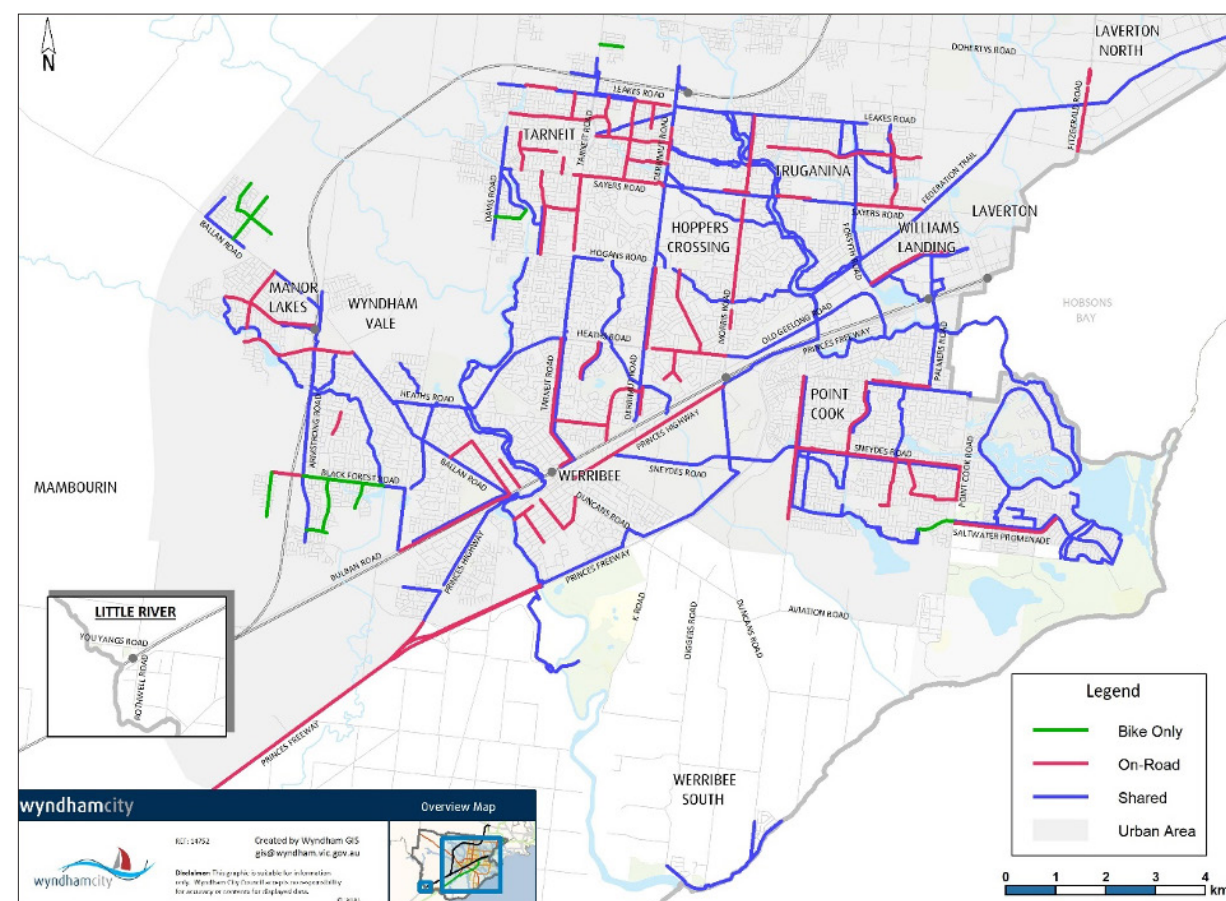
Data from the 2018 Victorian Integrated Survey of Travel and Activity (VISTA) provides vital insights into the travel behaviour of Wyndham residents. The survey showed us that on a weekday:

- Approximately 78,000 walking trips and 7,000 cycle trips originated within the LGA.
- The survey showed the weighted average of walking trips was for 1.1km with a time of 12.5 minutes.
- The survey showed the weighted average of bicycle trips was for 3.2km with a time of 18.6 minutes.

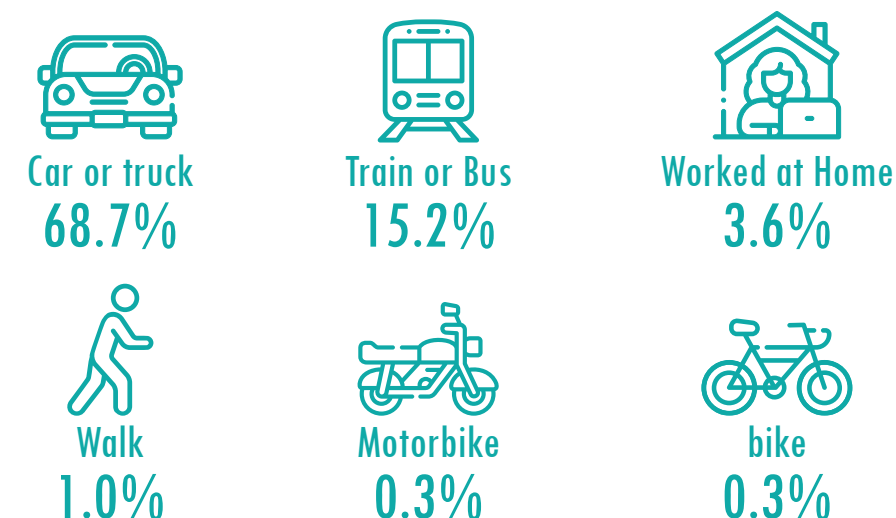
In 2016, 34.4% of Wyndham residents worked within the municipality however an increasing number of residents are travelling outside the municipality for work, with most residents travelling to work in the easterly direction toward the City of Melbourne .

Compared to the Greater Melbourne average, Wyndham has a higher proportion of residents who travel to work by car (68.7% compared with 64.1%), yet also has a higher proportion of residents catching the train to work than the Greater Melbourne average (14.5% compared to 11.5%) .

Map 1 Wyndham Paths



2016 Method of Travel to Work for Wyndham Residents





WE WANT OUR CHILDREN TO BE HEALTHY AND ACTIVE BUT AS A RESULT OF OUR CITIES BECOMING MORE AND MORE CAR-FOCUSED, THAT CHOICE IS INCREASINGLY BEING TAKEN AWAY FROM US ALL.
- RESIDENT

Wyndham has been and continues to grow rapidly with the population forecast for 2020 being 288,212 and forecast to grow to 512,591 by 2041. Growth in Wyndham is driven by a relatively young population with a median age of 32 years. Wyndham's age structure forecast suggests that the population of all age groups will increase, but the greatest increase will be young children and working age adults. This means that the transport system will need to accommodate an increasing number of education and commuter trips, but also accommodate the transport needs of young people, older adults and people with mobility challenges. It is critical that current and future residents are provided the transport choices that allow walking and cycling to be easy for everyone.

Notwithstanding the current constraints some residents do choose active transport, for example approximately 7,000 cycle trips, averaging 3.2km originated within the LGA on weekdays

The Wyndham Sport Strategy identified that 30.79% of people choose to walk for recreation. Cycling also has a high community demand, with 8.13% of the community cycling for recreation. This highlights that there is interest in Wyndham by our residents to use active transport. With continued improvement we have an opportunity to create an environment where walking and cycling is the preferred choice.

A more detailed description of the legislative and policy context, and transport challenges and opportunities facing Wyndham, are presented in the Wyndham Integrated Transport Policy and Wyndham Integrated Transport Strategy. These papers are available on Council's website.

WALKING IS THE CORNERSTONE OF ACTIVE TRAVEL

Walking has many benefits and is a great way to improve health, reduce environmental impacts, enhance social interaction, save money and support local businesses. While the benefits of walking are widely recognized the level of impact and the potential returns are often unknown or overlooked in Victoria, due to a lack of data collection or because walking is often grouped with cycling data. The Victoria Walks report 'The Economic Case for Investment in Walking' outlines the benefits of walking and analyses investment for pedestrians. The report included the finding that walking is often overlooked as it is viewed as an everyday day activity, despite being critical to many other trips.

The report also found that walking can be overlooked in important infrastructure projects, for example the economic assessment of Melbourne Metro did not include walking.

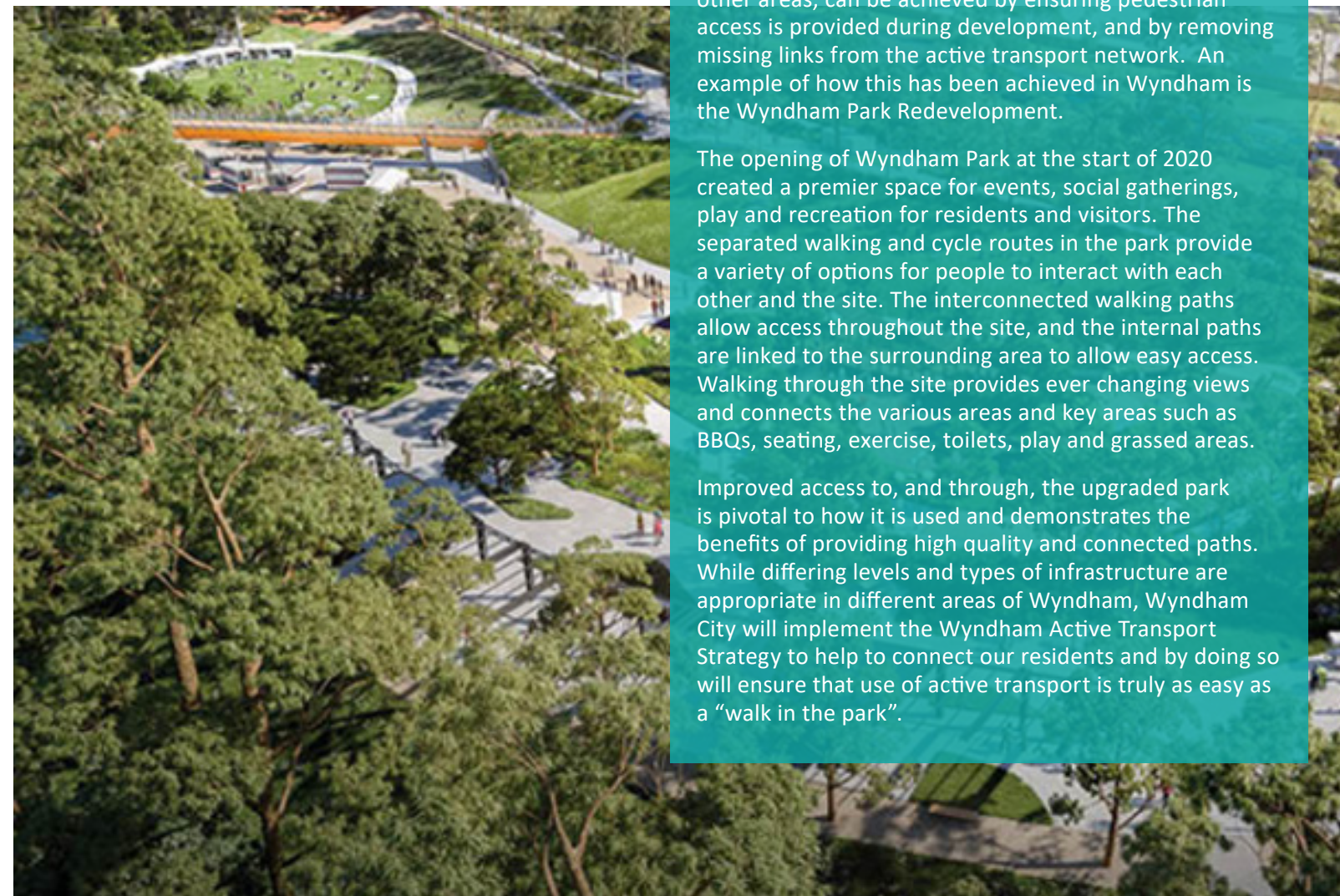
Enhancements to the walking environment and increased walking and numbers of pedestrians can generate a wide range of benefits for 'people' and 'place'. Increased pedestrian volumes are often linked with greater economic benefits for local businesses as people are encouraged to stop, stay and spend money within the local community.

CASE STUDY: WYNDHAM PARK

In Wyndham improved access to our train stations, and other areas, can be achieved by ensuring pedestrian access is provided during development, and by removing missing links from the active transport network. An example of how this has been achieved in Wyndham is the Wyndham Park Redevelopment.

The opening of Wyndham Park at the start of 2020 created a premier space for events, social gatherings, play and recreation for residents and visitors. The separated walking and cycle routes in the park provide a variety of options for people to interact with each other and the site. The interconnected walking paths allow access throughout the site, and the internal paths are linked to the surrounding area to allow easy access. Walking through the site provides ever changing views and connects the various areas and key areas such as BBQs, seating, exercise, toilets, play and grassed areas.

Improved access to, and through, the upgraded park is pivotal to how it is used and demonstrates the benefits of providing high quality and connected paths. While differing levels and types of infrastructure are appropriate in different areas of Wyndham, Wyndham City will implement the Wyndham Active Transport Strategy to help to connect our residents and by doing so will ensure that use of active transport is truly as easy as a "walk in the park".

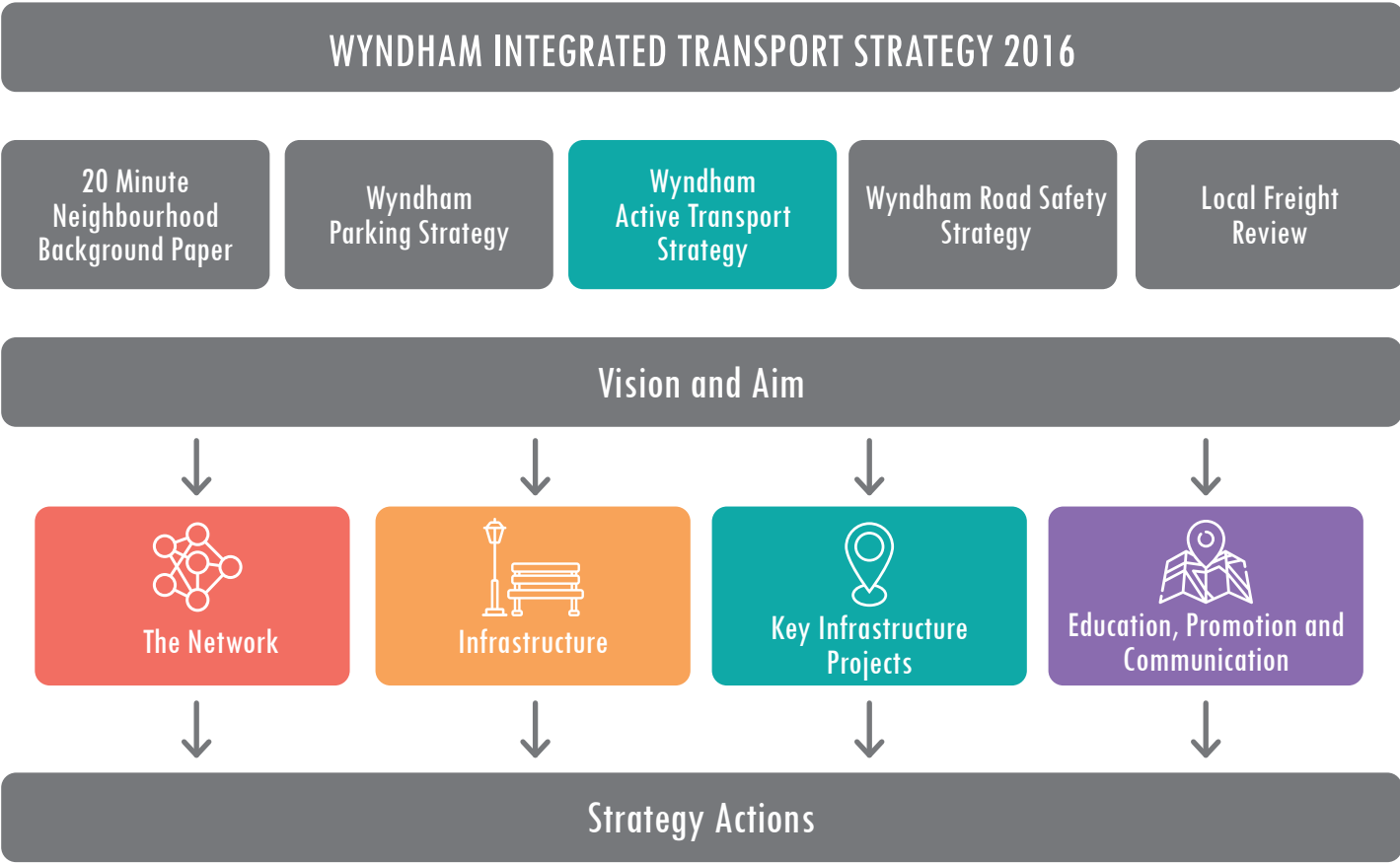


STRATEGIC ALIGNMENT

The Wyndham Active Transport Strategy contributes to the Wyndham 2040 vision for Places and Spaces and aligns to the visions of both the Wyndham Integrated Transport Strategy, 2016 and the Wyndham Urban Framework Plan, 2019.

Wyndham 2040	Wyndham Urban Framework Plan	Wyndham Integrated Transport Strategy
Wyndham’s transport system will be efficient. People will be able to move around Wyndham easily. There will be more ways to connect to Greater Melbourne.	Wyndham will be a well-connected place in terms of both physical infrastructure and technology, it will have a quality road network that is supported in its transportation task by alternative transport options such as walking, cycling and innovative public transport.	By 2040 Wyndham is a connected city that offers a wide choice of transport options; supports efficient travel within and beyond its region; and provides a sustainable transport system that maximises safety, health, equity, social inclusion, quality of life, environmental outcomes and economic prosperity.

The **Wyndham Integrated Transport Strategy 2016** (WITS) identifies the shared vision and goals of the community relating to transport and traffic concerns and provides strategic actions to achieve these goals. The figure below outlines how the Wyndham Active Transport Strategy fits within the context of the WITS.



MONITORING AND REVIEW

Monitoring and reviewing of the Wyndham Active Transport Strategy will ensure that Council officers are tracking progress throughout the implementation and ensure that the strategy remains relevant and up to date to reflect the changing needs and priorities of Wyndham. As outlined in the Wyndham Integrated Transport Strategy, this strategy will be reviewed every five years.

Measuring our success

We will use a range of indicators to measure our success.

Target	Data Source
Proportion of mode share for walking and cycling trips to triple by 2040	ABS Census data Victorian Integrated Survey of travel and Activity (VISTA)
Reduction of serious injuries and deaths for pedestrians and cyclists to zero	VicRoads 'Road Crash Information System' data
By 2040, 50% of all trips use sustainable and equitable transport	ABS Census data Victorian Integrated Survey of travel and Activity (VISTA)
100% of Wyndham residents are aware of their travel choices by 2040	Resident surveys
By 2030, complete the missing links of the Wyndham managed active transport network	Network Implementation Plan. GIS data
Identified advocacy success for State Government funding to complete the missing links, which are not part of the Wyndham managed active transport network	Securing Wyndham's Future Advocacy Strategy GIS Data
Increased student active travel rates to school; and reduced traffic and parking congestion around schools	Data from schools on active travel numbers Reduced numbers of complaints around schools to Legislative Services and Traffic Engineering teams

Learning from others

The importance of walking and cycling for a range of health, environmental and economic reasons is increasingly being acknowledged in Australia and around the world. There are numerous strategies and innovative projects being developed and implemented globally to get people active and enable people to walk more.

In Barcelona 'Superblocks' (pictured) have been designed to create more liveable open spaces for residents and to reduce air and noise pollution. Neighbourhoods have been created where traffic is restricted to the major roads around the outside perimeter. Superblocks will be complemented by new cycling lanes and a reconfigured bus network, where every resident will be less than 300 metres from a bus stop at any time – and average waiting times will be five minutes anywhere in the city.

Elsewhere in Europe, governments are developing strategies and investing in infrastructure to create 'Bike Friendly Cities', acknowledging that one of the barriers to encouraging more cycling is the potential or inexperienced cyclist's perception of the safety, comfort and continuity of the cycling network in their city.

Closer to home, the City of Melbourne released an ambitious 10-year transport plan aimed at delivering more space for pedestrians, public transport users and cyclists in order to boost liveability and reduce congestion as the City's population grows.

Council officers will monitor best practice examples and review international literature to remain at the forefront of emerging trends so that, as we work through this strategy, we learn from others and implement best practice infrastructure - this will help position Wyndham as the active transport leader in Victoria.





The Network

Objective 1: Achieve an integrated active transport network that will enable all users to move around the network according to their needs.

“Continuous footpath connections are critical to facilitate walking by children, parents, seniors and others with limited mobility”

Why is this a priority?

It is critical to have a connected network with high quality infrastructure and no missing gaps for walking and cycling to become preferred options in our community. Even small gaps in the network can reduce utility and use of walking and cycling as a journey is only as good as the weakest link.

A well-connected network, composed of direct, convenient routes, is one of the key ingredients of walkability. A greater level of connectivity can provide for a more stimulating urban environment . Similarly, a better-connected cycle network would encourage more Victorians to cycle, or cycle more often, to destinations close to where they live .

Victoria’s 30-year Infrastructure Strategy has recommended accelerated investment in the roll-out of Victoria’s Strategic Cycling Corridors and identified walking network improvements for completion within 0-15 years, working closely with local government. The recommendation includes:

- the expansion of walking and cycling networks, including to address missing links; and,
- the improvement of standards for existing walking and cycling networks, in particular the separation of walking and cycling paths and also from other road users.

Wyndham’s current network has gaps that limit connectivity for pedestrians and cyclists. Residents report that some sections of footpaths and cycle routes are missing and that connections are often poor. This can be a disincentive to walking and cycling for transport and can present barriers for people with limited and restricted mobility. A comprehensive active transport network is planned in Precinct Structure Plan areas to service the areas once constructed. However, out of sequence development has and will cause breaks in the network which will need to be connected over time.

A connected network will provide appropriate links between key destinations - connecting the places people are to the places they want to get to.

Action 1.1 — Measuring Active Transport



ACTION NUMBER : 1.1

ACTION: INVESTIGATE METHODOLOGIES FOR MONITORING ACTIVE TRANSPORT.

We measure what is important. While the benefits of walking and cycling are widely recognized the level of impact and the potential returns are often unknown or overlooked in Victoria. This is due to a lack of data collection or because walking is often grouped with cycling data.

Targeted monitoring to track and understand the effectiveness of actions and other changes affecting active transport in Wyndham is critical to understanding and improving active transport.

The monitoring will need to be flexible to understand the various impacts of a full range of improvements be they the opening of a high-profile path, fixing a missing link, or tracking the impact of pop-up tactical urbanism in a particular location.

While currently there are a range of data sources that can be accessed, for example the Victorian Integrated Survey of Travel and Activity, Census data, and observational counts undertaken as part of Bicycle Network's Annual Super Counts program; there is potential to use innovative technologies to assist in monitoring the improvements to active transport in Wyndham.

Action 1.2 — Network Audit



ACTION NUMBER : 1.2

ACTION: CONDUCT AN INITIAL AUDIT OF THE ACTIVE TRANSPORT NETWORK, TO IDENTIFY MISSING LINKS AND INFRASTRUCTURE ISSUES.

Wyndham's active transport network has variations due to changing standards and over time, and because active transport infrastructure has not always been provided as development has occurred.

As a result, the network is fragmented, with areas not constructed to current standards, and lacking appropriate signage. Prior to being able to improve the active transport network, a clear understanding of the location of missing links and condition of current infrastructure is required.

Council officers will conduct audits of the active transport network, to identify missing links and infrastructure issues. The information collected will be used to inform future capital works programs.

There are many great bike paths in Wyndham, but they lack continuity. Cyclists are required to cross or ride along major roads to access most trails. - Resident

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. - Resident

Action 1.3 - Network Plans



ACTION NUMBER : 1.3

ACTION: DEVELOP WYNDHAM PEDESTRIAN AND CYCLE NETWORK PLANS.

Wyndham's desired future active transport network is a connected one that caters for all users. The current network is made up of a variety of path types that may or may not easily connect to other paths. Some roads do not have footpaths, or if they do, they are located on one side only. The existing cycle network does not cater properly for the different types of cyclists wanting to use it. A disconnected network makes wayfinding harder, increases safety concerns, and is an additional deterrent to people deciding to choose active travel.

The pedestrian and cycle network plans will assess the existing network and consider ways to improve the safety and connectivity, whilst integrating it with land use. The identification of key places people are trying to use is an important part of developing the network plans. Elements that will be considered when developing the network plans are:

- Access for people of all abilities.
- Access to local destinations such as public transport, shops, community or health services, parks, schools, TAFEs and community facilities.
- The differing needs of training, commuter and recreational cycling.
- Connections to metropolitan and regional trails.
- The surrounding land use development of the area.

Key documents will be considered in the network plans, including:

- Township strategies
- Precinct Structure Plans
- Parks and open space masterplans, such as the K Road Cliffs Masterplan

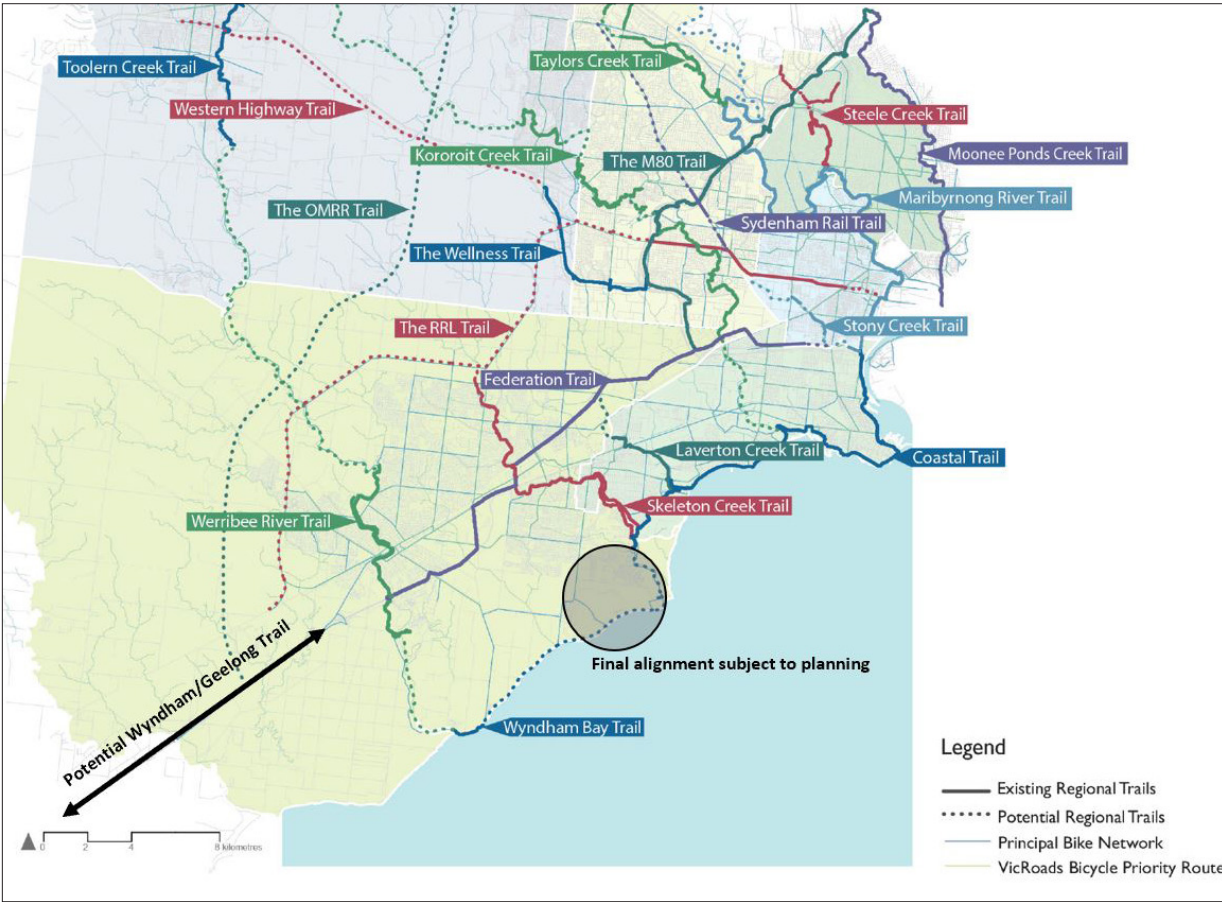
Routes will be identified to build upon Wyndham's existing path network, open spaces, and public transport network, where appropriate. This will provide linkages for everyday activities and movement; and support multi-modal trips.

The Department of Transport has developed a Strategic Cycling Corridor Network for metropolitan Melbourne that provides a hierarchy of cycling corridors in Wyndham, and connections to other metropolitan municipalities. Similarly, Principal Pedestrian Networks are being developed. These documents will inform the development of the network plans.

Western Metropolitan Melbourne includes some well-known and well-used shared trails designed for use by pedestrians and cyclists. These include longer trails of a regional scale, many of which are aligned with roads, waterways, and the Port Phillip Coastline. These trails provide opportunities for transport, exercise, recreation and sight-seeing to both residents and visitors.

The Western Metropolitan Region Trails Strategy Plan (West Trails) provides a framework for the improvement of regional trails in Western Metropolitan Melbourne (refer to Map 2, below). This plan will inform the development of the network plans.

Map 2 Western Metropolitan Melbourne Regional Trails Network



Note: The final alignment of the Bay Trail and the potential Wyndham to Geelong Trail are annotations to the base West Trails map and are subject to planning.

Action 1.4 – Activity Intense Areas

ACTION NUMBER : 1.4

ACTION: UTILISE THE MOVEMENT & PLACE FRAMEWORK TO ASSESS ACTIVITY INTENSE AREAS TO IMPROVE INTERACTIONS BETWEEN PEDESTRIANS, CYCLISTS, AND OTHER TRANSPORT MODES.

Activity intense areas are destinations that attract higher numbers of pedestrians and cyclists than other parts of the municipality. For example, these can include:

- town centres/activity centres
- train stations
- health and education precincts
- major sporting areas or sporting facilities
- 20-minute neighbourhoods (once identified)

The large number of people using these areas, as well as the increasing use of motorised mobility devices and innovative vehicles (e.g. e-bikes and e-scooters), can result in conflicts that need to be managed. Better planning of these areas by ensuring appropriate infrastructure to support desired uses will allow safer access for all users. For example, widening existing shared paths or construction of separated paths to accommodate the increased number of pedestrians and cyclists. Liveability

of our activity intense areas can be maximised for our community by ensuring that there is an appropriate mix of transport modes.

The Victorian Government’s Movement and Place framework provides a guide to planning and developing the transport network whilst balancing the needs of different users in a variety of places. Importantly, it sees the network not only as a way of keeping people moving, but also as places for people to live, work and enjoy.

We will utilise the Movement and Place framework to assess how people journey through activity intense areas and to provide guidance for the development of options and solutions to reduce potential conflict between pedestrians, cyclists, and other current and emerging transport modes. This assessment will inform the Network Implementation Plan (Action 1.5).



CASE STUDY: 20-Minute Neighbourhoods



A key concept in Plan Melbourne is the 20-minute neighbourhood which is “...all about ‘living locally’ – giving people the ability to meet most of their everyday needs within a 20-minute walk, cycle or local public transport trip of their home.” Creating well-designed 20-minute neighbourhoods will provide connected and walkable activity intense areas

where people can live, work and play, resulting in improved health and wellbeing outcomes.

As a growth area municipality on the western edge of Melbourne, Wyndham has a lot to gain from implementation of the 20-minute neighbourhood concept. However, the very reasons that Wyndham stands to benefit greatly can also be barriers. How 20-minute neighbourhoods will be implemented in the Wyndham context is yet to be determined. However, works to implement the necessary ‘transport’ bones to support future 20-minute neighbourhoods, such as improved path networks and wayfinding are key. Connected paths and bus capable roads must be built as development occurs to allow 20-minute neighbourhoods to come together over time. Like cogs critical to the functioning of a larger machine, 20-minute neighbourhoods will improve people’s lives by reducing the need to drive everywhere.

Action 1.5 - Network Implementation Plan



ACTION NUMBER : 1.2

ACTION: PREPARE AN IMPLEMENTATION PLAN FOR INFRASTRUCTURE IMPROVEMENTS IN THE ACTIVE TRANSPORT NETWORK.

The intent of this action is to develop a list of priority projects, which can be incorporated into Council’s Missing Links Program (Action 1.6) or used to inform Council’s advocacy to State and Federal Governments (Action 1.7). The list of projects will be assessed to develop a clear, justified, list of active travel priority projects for footpaths, shared paths and separated cycle paths. We will also identify improvements to the path network that can be achieved alongside projects that are part of the broader capital works program (e.g. active and passive open space, community facilities, strategic redevelopment sites, roads and paths).

The Network Implementation Plan will include short and long-term projects and projects of differing scale, such as new path projects that are standalone projects or can be included as part of larger projects funded by either Council, State or Federal Governments. Assessment of activity intense areas (Action 1.4) will also inform this action.

Action 1.6 - Wyndham Missing Links Program



ACTION NUMBER : 1.4

ACTION: ESTABLISH A PROGRAM TO COMPLETE THE EXISTING MISSING LINKS OF THE WYNDHAM MANAGED ACTIVE TRANSPORT NETWORK.

A key aim of this strategy is to complete the missing gaps in Wyndham’s active transport network to encourage walking and cycling and to minimise barriers for people with limited and restricted mobility. Removing these missing links will also improve access to our train stations and other activity intense areas.

Using the Network Implementation Plan priority list (Action 1.5), Council officers will establish a ‘Missing Links Program’ to complete the missing links of the Wyndham managed active transport network.

Guidance for retrofitting footpaths

Throughout Wyndham there are streets with no footpaths and ‘through’ streets with a path on one side only. Through the Network Audit (Action 1.2) Council officers will investigate the need to retrofit footpaths in these urban areas.

The main criteria to be considered in deciding what side of the road to locate a footpath, include:

- Overhead power – if there are overhead power lines it is preferred to install the footpath on the same side of the road as the power lines.
- Smaller trees can be planted next to the footpath, the opposite side of the road will have a wider nature strip to support the establishment of larger canopy trees.

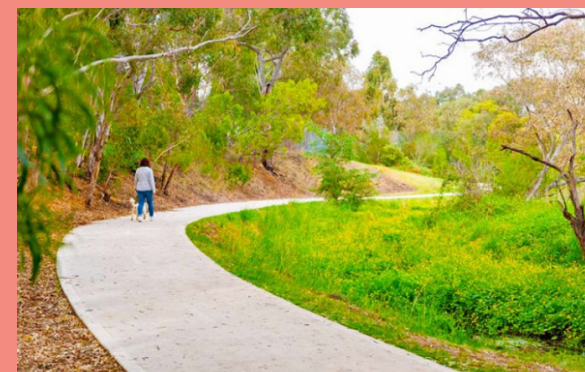
- Number of street trees to be removed.
- Access to bus stops.
- Links to existing or future paths.
- Number of properties with rooms within an offset of less than 2 metres of the proposed footpath.
- Street lighting.

Other criteria to be noted are:

- Number of private trees with roots in the nature strip likely to be impacted.
- Number of properties where landscaping will be impacted.
- Pits / services located within the footpath.
- Number of road crossings.
- Parking of extra cars.
- Replacement / construction of crossovers.
- Relocation of letter boxes.
- Removal of landscaping elements constructed by residents within the nature strip.

It is important to acknowledge that residents can raise concerns when Council plans to construct a new footpath in these streets. However, the overarching decision of Council must be to create access to an integrated footpath network that caters for all.

Case Study: Whittlesea Missing Links Program



The Whittlesea Missing Links Program responded to concerns regarding the disconnection of communities, resulting from out-of-sequence development, by prioritising the delivery of pedestrian and cyclist infrastructure.

In 2018/19 the Program delivered 25 shared path projects and won an award at the Institute of Public Works Engineering Association 2019 Engineering Excellence Awards for providing an example of how innovative thinking, collaboration across sectors and strong capital investment can combine to provide positive outcomes for the community.

Action 1.7 - Safety and Accessibility



ACTION NUMBER : 1.7

ACTION: SUPPORT AND ADVOCATE FOR A SAFER AND ACCESSIBLE ACTIVE TRANSPORT NETWORK..



When infrastructure is built to a standard that maintains and improves safety, directness and accessibility for all users, then it can encourage more walking and cycling and result in a shift in mode share over time. It is important for Wyndham's active transport network to be accessible for all types of users and for growth within Wyndham to consider people with disability in future planning and development.

Poor perceptions of safety in the municipality can also reduce people's willingness to use active transport. The essentials for improved community safety are to improve the quality of the environment, minimising the opportunity for crime, whilst promoting accessible and liveable places that encourage the feeling of safety and community participation. This can be achieved through the adoption of the Crime Prevention through Environmental Design (CPTED) and Safer by Design (Crime Prevention Victoria) design principles.

Adequate path connections across roads need to be provided for all people, particularly for people with lower mobility and users of wheelchairs and motorised mobility devices, and tactile ground surface indicators are essential for increasing the safety, efficiency and convenience of vision impaired pedestrians. Currently in Wyndham there are public transport bus stops that lack hard stands for wheelchair access and older private developments that may not be

fully accessible. Werribee Station is not Disability Discrimination Act (DDA) compliant with steep ramps and no lift access. This a critical gap in the network and Council is advocating strongly for DDA compliance.

Whilst Council is responsible for managing much of the pedestrian and shared path network in the municipality, there are also parts of the path network under the management of State Government and private landowners. Using the Network Implementation Plan priority list (Action 1.5), Council will support and advocate for a safer and accessible active transport network. This includes advocacy to State Government and private landowners, to increase the number of compliant facilities and services related to transport in Wyndham.

Intersections, crossings and path alignments generally prioritise vehicles ahead of pedestrians and cyclists. Council officers will advocate for infrastructure to be appropriately designed with the safety and convenience of pedestrians and cyclists in mind and increased prioritisation of cyclists should be part of the design process. The Safe System approach and the Movement and Place framework can be used to support advocacy on these issues. Existing shared paths will be investigated for an upgrade to separated cycle and pedestrian paths either where known conflicts exist or an increase in capacity is required, due to the number of users.



“GENERALLY, THE COUNTRIES WITH THE BEST EXISTING BICYCLE INFRASTRUCTURE CONTINUE TO SHOW GROWTH, WHILE AREAS WITH LOW BICYCLE USE, INFRA-STRUCTURE, AND AWARENESS (AND OF-TEN HIGH CAR DEPENDENCY) SHOW SLOWER GROWTH IN CYCLING LEVELS.”

Why is this a priority?

Provision of high-quality infrastructure, paths and supporting infrastructure, is central to how people choose to move around Wyndham. When pedestrian and cycle paths are welcoming and pleasant to use, with high quality amenity, then cyclist and pedestrian numbers have been shown to increase. Infrastructure provision is a priority because, without improvements, the network will remain incomplete and less attractive to use.

Wyndham’s current active transport infrastructure is variable and disjointed with gaps due to varying standards over time and rapid growth. There is a difference in older areas vs newer areas, with parts of Wyndham providing no footpaths or only on one side of the road, while other areas provide paths on both sides. Also, paths do not always have adequate crossing points. There is the opportunity through Council’s capital works program to standardise the existing network and supporting infrastructure, and for development in precincts structure plan (PSP) areas to deliver high quality infrastructure that meets current standards.

Poor amenity affects the perception of safety and decreases comfort, particularly for older pedestrians. It is important to note that what may be an inconvenience for one user maybe an impassable barrier for a less mobile user. Items as simple as connected road crossings and seats means that all residents, as far as is practical, can choose active travel when moving around Wyndham.

“LIGHTING HAS A SIGNIFICANT IMPACT ON ORIENTATION, SECURITY AND VISUAL QUALITY AT NIGHT” — VICTORIA WALKS



Action 2.1 — Improve Infrastructure



ACTION NUMBER : 2.1

ACTION: REVIEW INTERNAL DOCUMENTS, STANDARDS AND GUIDELINES TO IDENTIFY OPPORTUNITIES TO IMPROVE INFRASTRUCTURE ACROSS THE ACTIVE TRANSPORT NETWORK.

Changes in infrastructure standards and community expectations over time have resulted in a wide variety of path designs across the municipality. Therefore, elements of the existing network may need to be rebuilt to meet current standards. In some cases, Wyndham’s standards and guidelines have also not been updated to include the changes, resulting in older standards still being applied to new projects.

Council officers will review internal documents, standards and guidelines and update the information available to Council officers, to assist them in improving the active transport network. The review will need to examine internal construction standard drawings and the Road Management Plan maintenance intervention levels.

Action 2.2 - Council Projects



ACTION NUMBER : 2.2

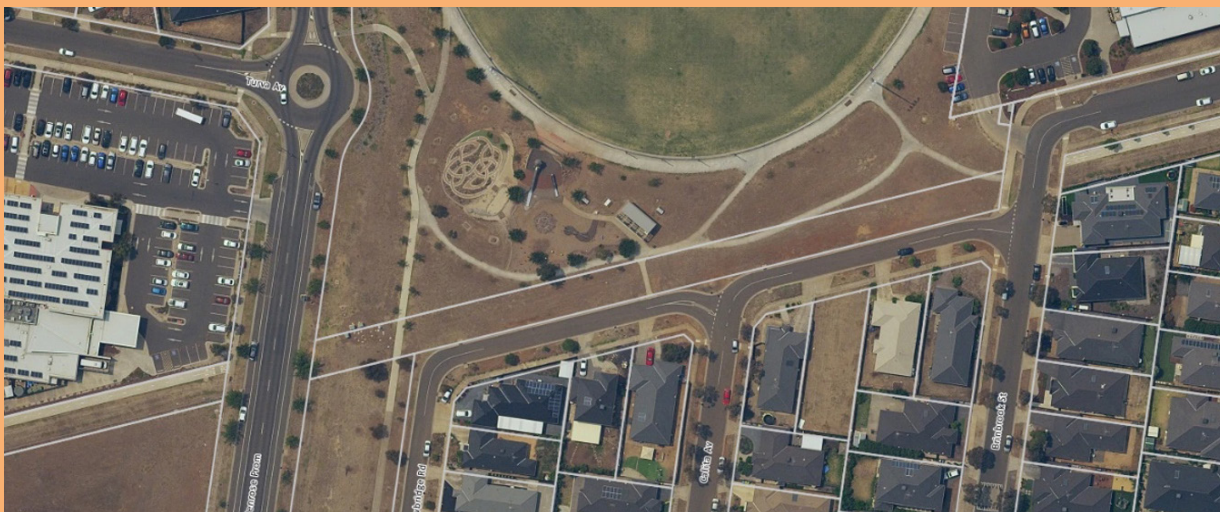
ACTION: ENSURE THAT COUNCIL PROJECTS INCORPORATE IMPROVEMENTS TO ACTIVE TRANSPORT INFRASTRUCTURE.

Planning and delivering an improved standard of active transport infrastructure enables Council to demonstrate its commitment to active travel. Opportunities will arise to incorporate improvements as part of the broader capital works program to deliver active and passive open space, community facilities, strategic redevelopment sites, roads and paths.

It is important to note that delivering an improved standard of active transport infrastructure may not always be possible, due to other competing priorities, site constraints or cost. Council officers will, however, monitor opportunities for all capital projects to include best practice urban design principles. This can be achieved through appropriately qualified Council officers being represented on the capital works program assessment panel.

The Network Implementation Plan (Action 1.5) will be used to identify opportunities in the development of the annual and long-term capital works program to incorporate improvements to active transport infrastructure.

CASE STUDY: THE MELBOURNE WATER PIPE TRACK



Council improvements to paths can help unlock access to key community assets for residents who choose not to or are unable to use a motor vehicle. Also, importantly additional options to travel around Wyndham can help to reduce congestion.

In Tarneit and Truganina, the constructed section of the Melbourne Water Pipe Track shared path links residents to the Tarneit train station, current and future Town Centres, a school, community centre, and reserves. Ultimately, it will also link to industrial employment areas.

In 2020 Council upgrades are occurring to improve access where the path crosses roads and connects to open space. This is part of Council's ongoing program of improvements to paths to make them more pleasant, safer and efficient.

Over time Council works on this path, and other paths, will improve connections in the community to allow residents to access what is important to them.

Action 2.3 - Innovation



ACTION NUMBER : 2.3

ACTION: INVESTIGATE OPPORTUNITIES FOR ACTIVE TRANSPORT INNOVATIONS WITHIN WYNDHAM.

Community feedback shows that 22% of respondents thought that the aspect of Wyndham that can be most improved by technology was transport and congestion. Through its Smart City Strategy, Council is investigating the deployment of smart sustainable mobility solutions and associated infrastructure across the City, creating an opportunity to encourage increased active transport participation through innovations such as e-scooter and e-bikes.

The Smart City Strategy will also:

- deliver a policy for smart lighting (occupancy/use-based lighting), with consideration of environmental concerns, on shared pedestrian cycling paths and walkways;
- investigate opportunities for digital signage; and,
- and innovate the way we communicate relevant information for pedestrians & cyclists.

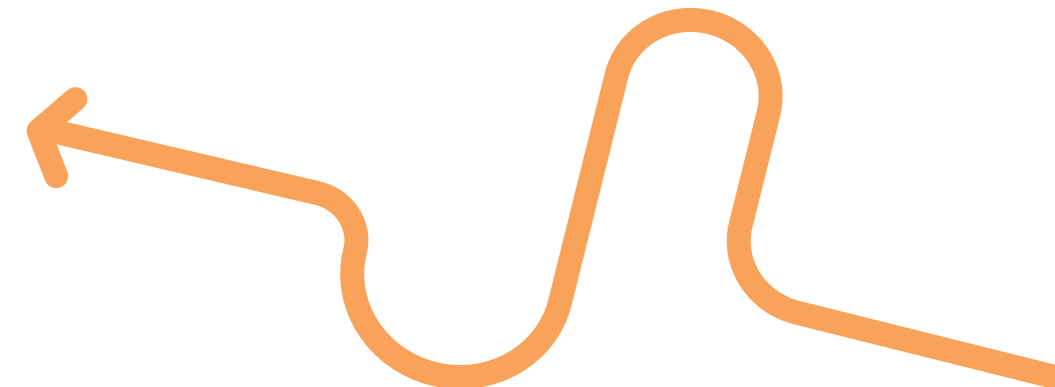
Whilst there is a great deal of understanding about what works and what does not around the world, sometimes this is difficult to translate to the local environment. Pop-up trials (tactical urbanism) of new ways of implementing active transport infrastructure (e.g. using paint, moveable street furniture, spiked kerbs) can be used to see what works and what does not. Pop-up trials are cheaper to undertake and easily removed if unsuccessful. Trials can also include innovations or events to create paths as a destination, encouraging sense of place and community belonging and to promote access to

tourism precincts and key destinations. Council officers will also explore opportunities for innovative funding models for the provision of infrastructure, if Wyndham leads by example, it can influence the private sector to deliver a higher standard of pedestrian and cycling infrastructure provision within the municipality.

Micromobility is growing in popularity globally, as people look for more innovative and efficient ways to move around cities and communities. Micromobility includes the use of electronic bikes and scooters and other personal mobility devices, to travel short distances around cities, often to and from another modes of transportation (bus, train or car). There are many benefits to including micromobility in Wyndham's transport system, including reducing road congestion, lowering environmental impact, and delivering a more inclusive and equitable transport system for a diverse population. However, there are clear safety and conflict issues that must be resolved between pedestrians and the users of micromobility devices, and micromobility devices and vehicles.

Council will encourage and enable a range of current and future transport options, including micromobility, to contribute to a sustainable and more inclusive transport system.

Council officers will also investigate opportunities for active transport innovations and explore how they can be used to improve active travel mode share and infrastructure provision within Wyndham.



Action 2.4 - Local Policy or Planning Scheme Amendment



ACTION NUMBER : 2.4

ACTION: INVESTIGATE THE DEVELOPMENT OF A LOCAL POLICY AND ADVOCATE FOR A PLANNING SCHEME AMENDMENT TO BETTER CATER FOR CYCLE INFRASTRUCTURE WITHIN NEW DEVELOPMENTS.

Infrastructure improves the trip a cyclist takes, whether it's somewhere to store their bike at the destination, or improved consideration of cyclists along the entire route. Infrastructure provision such as End of Trip Facilities (EOTF) are important for increasing cyclist numbers. 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 identified inconsistencies that may create barriers for cycling, include:

- There are no requirements for bicycle parking in residential uses less than four storeys. This may be a deterrent for cycling as apartments generally have less space than detached housing to store a bicycle inside the house or in a yard.
- Currently there is a variety of EOTF requirements for specific uses within a private shopping centre or town centre development. Current assessment of EOTF is based on each nominated shop type or individual use. An overall requirement for the whole centre would be easier to assess, as it is often not known at the time of permit approval if a shop will be used for general retail or a café.
- Clause 52.34 – Bicycle Facilities does not include a requirement for uses in the 'Warehouse Group' to provide bicycle facilities.

Council officers will investigate the development of a local policy and advocate for a planning scheme amendment to better cater for cycle infrastructure within new developments to address these inconsistencies.

Action 2.5 – Amenity



ACTION NUMBER : 2.5

ACTION: IDENTIFY THE AMENITY REQUIREMENTS TO SUPPORT INCREASED PARTICIPATION IN ACTIVE TRAVEL.

Amenity is important for increasing pedestrian and cycle numbers. Providing infrastructure such as public toilets, water fountains, seating, shelter and canopy trees at regular intervals improves the amenity and usability of the active transport network. The creation of bike hubs along Strategic Cycling Corridors can also accommodate multiple services and attract a wide variety of users.

In contrast, poor amenity affects the perception of safety and decreases comfort, particularly for older pedestrians. Tree plantings and other landscaping provide improved amenity and shade for users. Council currently has guidelines and requirements regarding number of trees and other amenity requirements; however, these look at the broader amenity requirements for the City and not specifically at the amenity requirements for pedestrians or cyclists. Trees also take time to grow and provide the desired shading. Components of amenity that support increased participation, include:

- Supportive infrastructure, i.e. seats, toilets, water, rubbish bins, trees and plantings
- Wayfinding
- Lighting
- Active frontages in abutting developments
- Shelter (verandas and awnings)
- Bicycle repair stations and bike hoops

Council officers will identify the amenity requirements for pedestrian and cycle infrastructure to support increased participation in active travel.



Action 2.6 — Aboriginal Cultural Paths



ACTION NUMBER : 2.6

ACTION: INVESTIGATE OPPORTUNITIES FOR PATHS TO ACKNOWLEDGE LOCAL ABORIGINAL CULTURE AND HISTORY.

According to 2016 Census estimates Wyndham has the highest number of people who are Aboriginal and/or Torres Strait Islanders in Greater Melbourne, this represents 0.8% of the total population of Wyndham. There is an opportunity to further recognise Wyndham's rich and diverse Aboriginal community and Wyndham's Reconciliation Action Plan (RAP) provides guidance for respectful acknowledgement and engagement with Traditional Owners across all our business. The inclusion of cultural elements in the path network is strongly supported as an important element in the Wyndham RAP. We will use this principle to guide the proposed opportunities on selected paths.

Selected paths could potentially incorporate cultural elements which will provide a richer experience for all users. Signage and artwork along a route would provide cultural linkages through acknowledgement of important events, knowledge dissemination, providing a 'lived experience' for users, education about the local Indigenous people as well as providing a sense of belonging for Indigenous people using the paths.

The journey through the paths needs to celebrate the heritage of the local Indigenous cultures, new cultural diversity and cultural overlap between the old, new and emerging communities, to ensure they remain flexible and dynamic. Consultation with appropriate groups will help identify the stories and the best locations, treatments and how they can be incorporated into specific paths.

Case Study: Tjirbruke Gateway



The Tjirbruke Gateway is a multilayered artwork located at the entrance to the Kurna Living Culture Centre, in South Australia. People enter the area by walking through the tree trunks and across the 'pathways of knowledge'. They are surrounded by elements of the Tjirbruke story in preparation for learning more about Kurna culture.

The artwork was commissioned by the City of Marion as part of the Local Councils Remember Program, a partnership between the Council for Aboriginal Reconciliation and the Australian Local Government Association.

Key Infrastructure Projects

Objective 3: Enhance existing projects to position Wyndham as the active transport leader of Victoria.

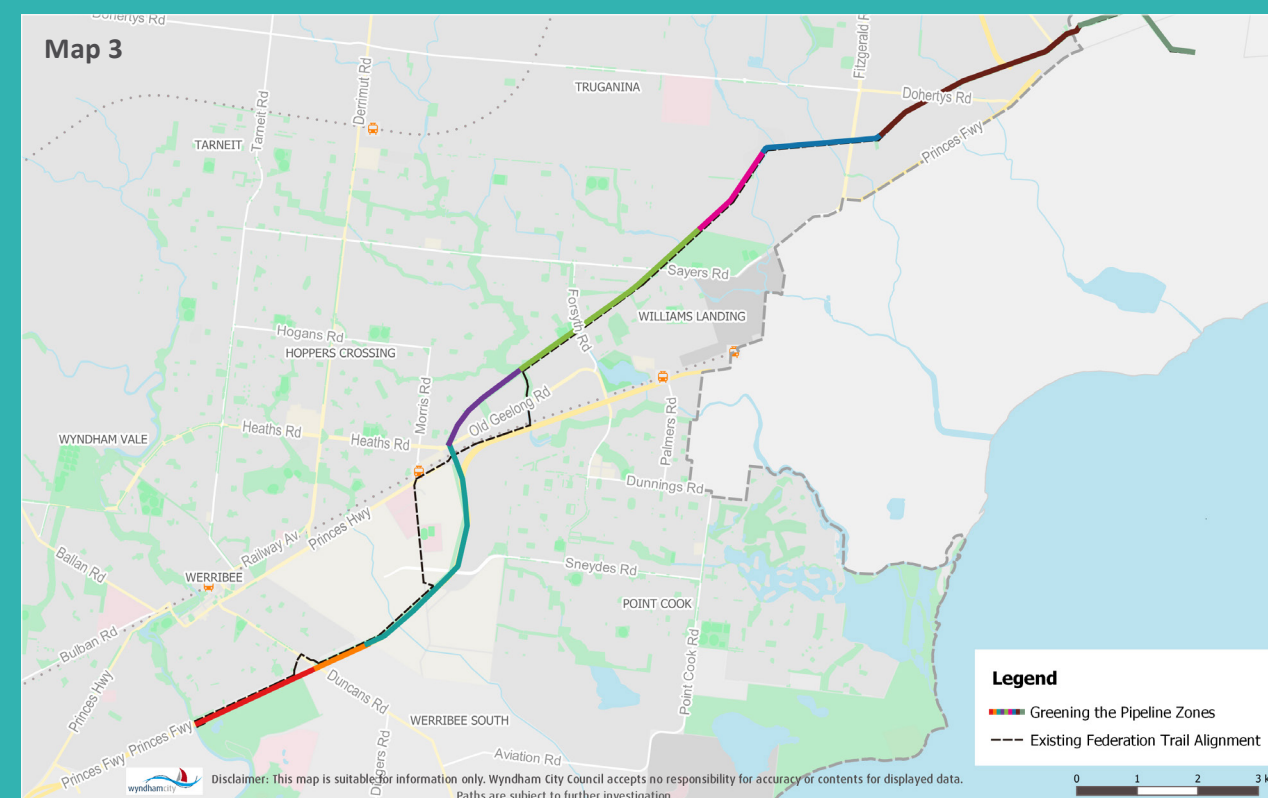
Why is this a priority?

There are existing or potential off-road, shared user path projects that could demonstrate within a relatively short timeframe, the improved network intended to be achieved. The paths identified in the following actions all provide direct links to important destinations. These projects either have advanced planning already undertaken; form part of existing committed State Government projects; or are likely to have reduced project risks from an approval and land ownership perspective. Enhancing these paths through trialling innovative ideas (Action 2.3) and combined with amenity improvements (Action 2.5), will provide a platform for Wyndham to move towards being the active transport leader in Victoria.

In addition to contributing towards a connected network across Wyndham, there are key trails already identified that will benefit Wyndham's local tourism by connecting significant routes, creating liveability and providing regional links. For example, the completion of the Bay Trail within Wyndham will provide increased access and connection along the coast in, and to the east of, Wyndham. The Bay Trail outside of Wyndham already encircles a large proportion of Port Phillip Bay and extending the trail would provide both residents and visitors access to unique locations. There is the potential for this trail to not only improve active transport options but to also to provide economic benefits via supporting events and increased visitor numbers.

Projects like the Bay Trail extension and Werribee River Shared Trail extensions are key longer-term projects that will require many stakeholders to work together, and State or Federal Government funding. As these projects are longer term and more complicated projects, they have not been included in the actions for Objective 3. Planning, advocacy, and delivery of both these paths will continue over time.

CASE STUDY: GREENING THE PIPELINE



Greening the Pipeline is a large-scale amenity project. This project will transform the outfall sewer along the Federation Trail and greatly improve the Trail through the provision of additional open space. With the creation of this unique space there will be opportunities for people to relax, meet and play, improving the amenity along the trail. While an initial section near Williams Landing has already been

upgraded there remains a significant length of the path that needs to be completed over time. Master planning for the pipeline zone shown in light green on the map above, has been completed and awaits funding. This project will become a true asset for all the community and will continue to mature over time for future generations to enjoy.



Action 3.1 – Werribee City Centre Paths



ACTION NUMBER : 3.1

ACTION: MAJOR SHARED PATHS LEADING INTO THE WERRIBEE CITY CENTRE - GEELONG ROAD, BALLAN ROAD, TARNEIT ROAD/RAILWAY AVENUE, SNEYDES ROAD/ PRINCES HIGHWAY.

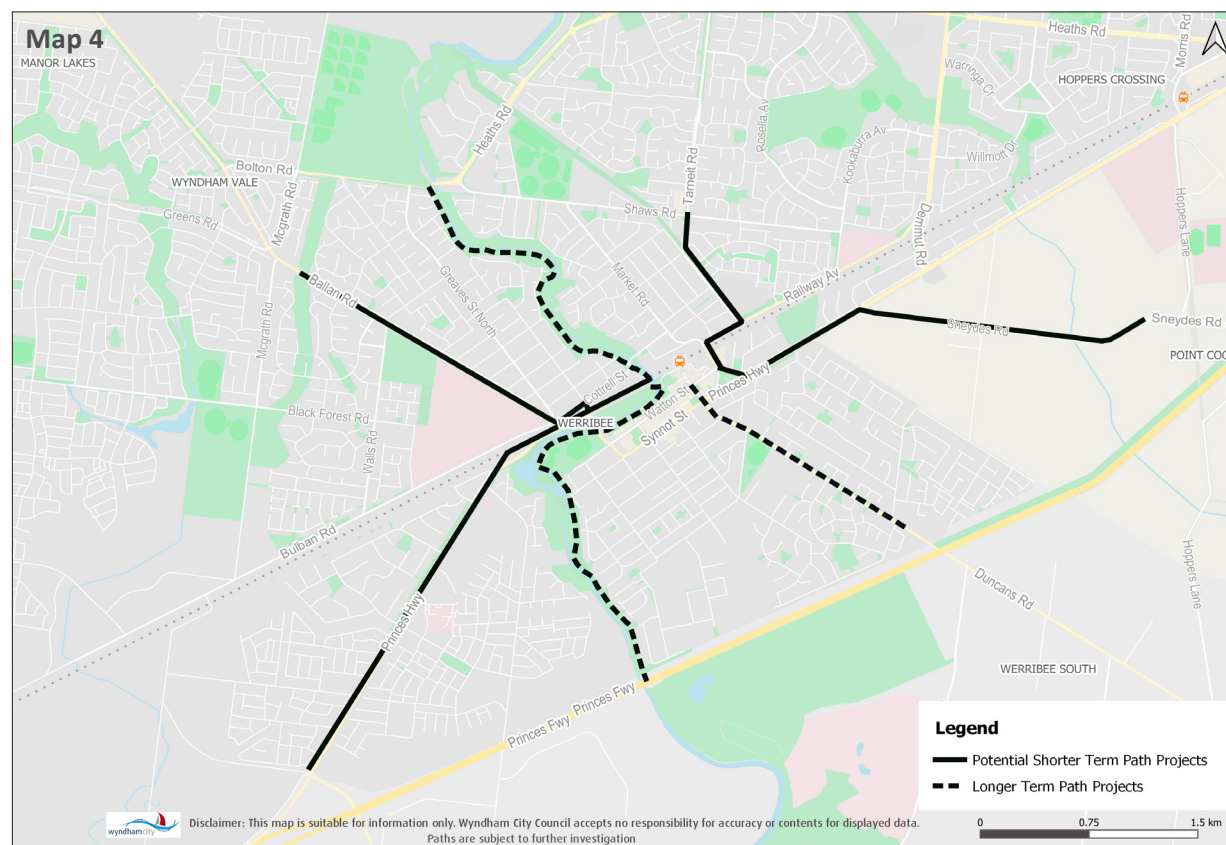
Opportunities exist to improve these major shared path connections into the Werribee City Centre, using some of the amenity options identified in Action 2.5 and constructing some new paths as well.

With the level crossings at Werribee Street and Cherry Street to be removed by 2022, some of the existing missing links on the shared paths along Geelong Road, Ballan Road and Tarneit Road/Railway Avenue will also be removed. The Geelong Road and Ballan Road shared paths will also connect to each other and the new path network in Wyndham Park. Lighting and/or additional tree plantings would improve these two paths.

The level crossing removal proposed works, create opportunities for Council to improve other shared path connections into the Werribee City Centre. Council officers are exploring options to potentially separate pedestrians and cyclists along part of Cherry Street. An off-road shared paths connection is also being considered along the Princes Highway, linking Sneydes Road and Cherry Street.

Longer term projects include:

- A new shared path connection along Duncans Road, between the Werribee City Centre and the Federation Trail. This would support a future connection into the Tourism Precinct and support access to two secondary schools.
- Upgrading the Werribee River path, between the Werribee City Centre and the Federation Trail, and improved amenity along the entire path.



Action 3.2 – Melbourne Water Pipeline Path



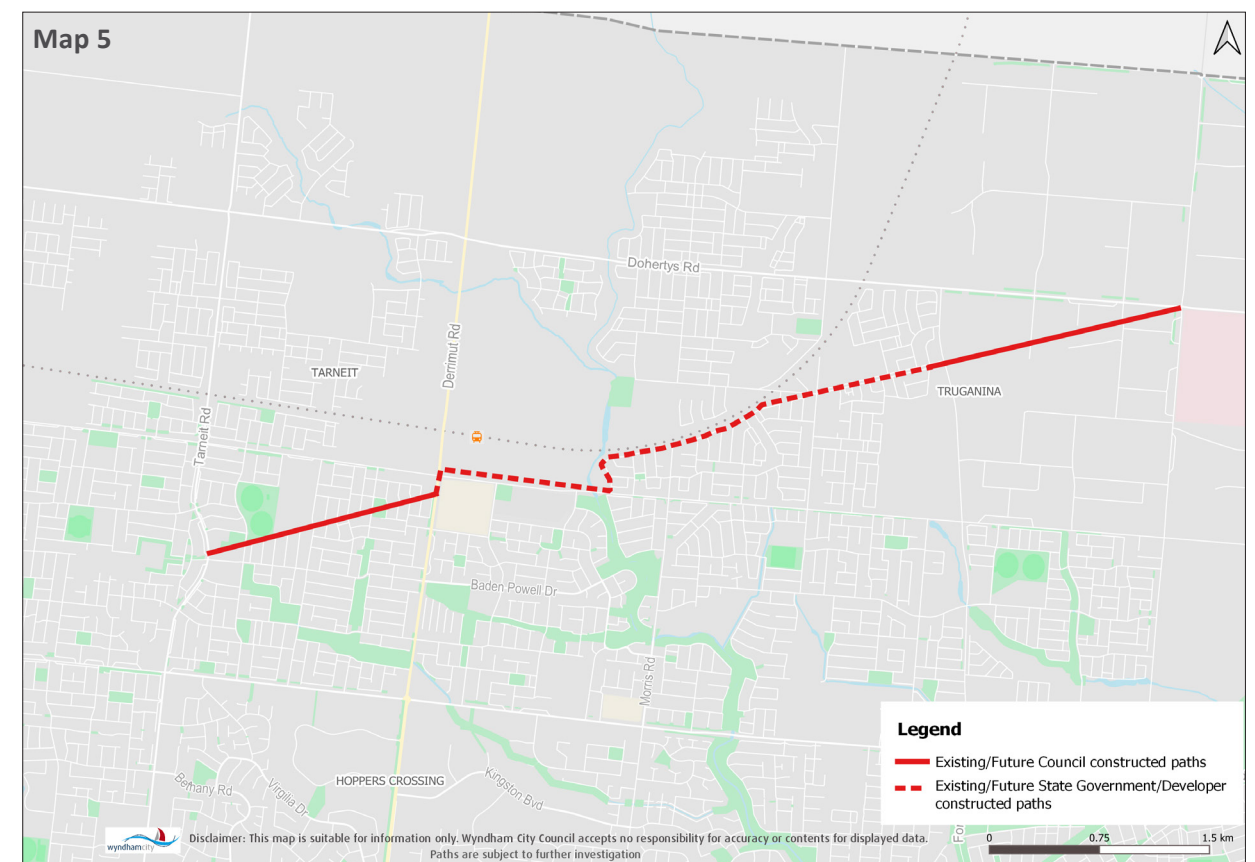
ACTION NUMBER : 3.2

ACTION: MELBOURNE WATER PIPELINE RESERVE PATH – TARNEIT ROAD TO DERRIMUT ROAD, FORYSTH ROAD EXTENSION TO PALMERS ROAD.

A completed Melbourne Water pipeline shared path would provide direct, off-road connections to Tarneit Station and future major town centre, as well as to jobs in the Truganina Employment Precinct.

The south-western section of the path already exists but is being upgraded in 2020 by Council, with improved road crossings and a new section of path. The section along Derrimut Road and Leakes Road is currently being constructed as part of the State Government, Western Roads Upgrade project. The section from Skeleton Creek to the future Forsyth Road extension is currently being constructed by developers. This leaves the final section to Palmers Road, which is required to be constructed by Council.

Opportunities exist to improve this shared path further, using some of the amenity options identified in Action 2.5.



Action 3.3 — Williams Landing Paths



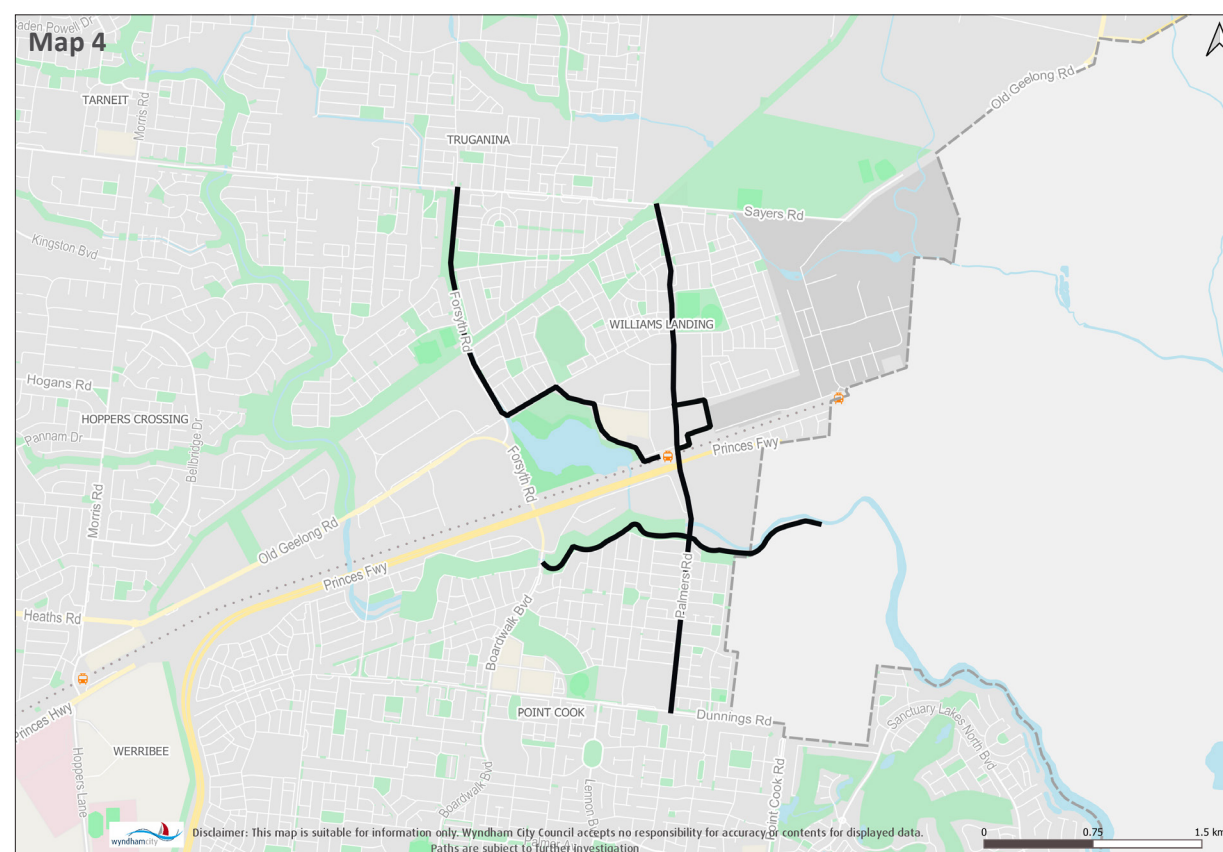
ACTION NUMBER : 3.3

ACTION: MAJOR SHARED PATHS LEADING INTO THE WILLIAMS LANDING STATION AND TOWN CENTRE — FORSYTH ROAD/ASHCROFT ROAD/OVERTON ROAD/ALTAIR STREET, PALMERS ROAD.

This completed shared path network will provide direct, off-road connections to Williams Landing Station and major town centre. As part of the State Governments, Western Roads Upgrade project:

- Palmers Road south shared paths has been constructed.
- Palmer Road north shared paths will be constructed.
- The shared path connections at the Forsyth Road/Ashcroft Avenue/Old Geelong Road intersection are currently under construction.

Opportunities exist to improve this shared path further, using some of the amenity options identified in Action 2.5.



Education, Promotion & Communication

Objective 4: Wyndham residents have access to information on smarter, healthier, more environmentally sustainable travel choices through education, promotion and communication.

Why is this a priority

“Education, Promotion and Communication are critical components to increasing mode share toward cycling.”

Education, Promotion and Communication play a crucial role in transport mode choice and can influence resident participation in walking and cycling. Behaviour change will only succeed if it is community led so a cultural and attitude change is required. A positive community attitude to walking will influence people to walk more frequently. More people walking creates a safer, more socially engaged community where walking becomes a desirable choice of transport. Through education, promotion and communication, Wyndham residents are encouraged to be respectful and cooperative to all users to create a more enjoyable road environment that encourages walking and cycling.

However education and promotion should not only focus on the communication of safety messages, albeit important, it should also focus on the positives of walking and cycling as this has a stronger effect on leading people to change their travel behaviours. A range of methods including education campaigns, online maps, information material and wayfinding signage are important in communicating the benefits of walking and cycling travel options around Wyndham. In addition, improved wayfinding can increase the confidence of users by providing directions and other information.

Development and implementation of programs are also vital for changing people's behaviour and to encourage a shift to more sustainable forms of transport, such as walking or cycling. Active Travel to School is an existing program run by Wyndham City Council, to address low active travel rates around schools and reduce traffic and parking congestion. The program aims to reduce car usage and increase active travel to and from schools. This is an important program as perceptions of walking are formed at this early stage of life and behaviours formed at an early age are more likely to lead to healthy and sustainable choices later in life.

Action 4.1 - Schools



ACTION NUMBER : 4.1

ACTION: CONTINUE TO SUPPORT AND ENHANCE THE ACTIVE TRAVEL TO SCHOOL PROGRAM.

Behaviour change programs focusing on schools can provide opportunities for increasing active transport mode share, as driving to school has a significant impact on peak hour traffic and safety around schools. Active travel during childhood is likely to positively influence transport choices later in life.

‘Active Travel to School’ is an existing Council run program working to increase the active travel rates to schools; and reduce traffic and parking congestion. The aim of the program is to build on short term interventions for sustaining active travel within the municipality, and for ongoing behaviour change post program. The expected outcomes of this program are:

- Reduction in car usage, and an increase in active travel to and from school.
- Improved perceived and actual safety of students travelling to and from school.
- Changes in behaviours and attitudes that contribute positively to safety risks and traffic congestion around schools.

An evaluation of Wyndham's ‘Active Travel to School’ program in 2015/16 found it was enabling positive change. The schools with the greatest change in active travel rates have been the ones where Principals have supported the changes and the teachers, parents and students have been engaged in the process. Continued success of the program requires identifying new strategies to engage and support schools, students and parents, and to encourage the participation of more schools.

Case Study: Wyndham Active Travel to School Program



In 2016, Bellbridge Primary School in Hoppers Crossing became the first in Victoria to be recognised for having two consecutive terms of the most students walking and riding to school every day. Bellbridge Primary School topped Bicycle Network's Ride2School ladder, a ranking of schools involved in a program designed to encourage students to be more active on their journey to school. That year, Bellbridge Primary was one of more than 100 schools participating in the Ride2 School program. The school was crowned State Champions and had their name engraved on the Ride2School Golden Wheel. Impressively 64 per cent of students were involved in active travel at the school that year, almost three times the national average.

Action 4.2 - Signage



ACTION NUMBER : 4.2

ACTION: DEVELOP GUIDELINES FOR THE USE AND DESIGN OF A STANDARD SUITE OF DIRECTIONAL SIGNS FOR PATHS AND TRAILS IN WYNDHAM.

Wayfinding signage is designed to assist users in finding their way around the trail network and to reach destinations. This includes destinations along the trail, surrounding destinations and connections to other trails. Wayfinding signage needs to be progressively rolled out within Wyndham to encourage more people to actively travel but also give them the confidence that they can arrive at their intended destination.

Information on distance to a destination is preferred for cyclist signage and on longer trails, whilst time to a destination is preferred on pedestrian signage. Behavioural signage i.e. keep left, dogs on lead, is important to inform path users and ideally reduce conflict between pedestrians and cyclists. Regulatory signage is required to identify where cyclists can use shared paths or to communicate to pedestrians and motorists that the path or lane is for the use of cyclists only.

There may be existing paths across Wyndham that do not have the correct signage in place for cyclists. The findings from the Audit (Action 1.2) will provide more information on where these locations are, and the Network Implementation Plan (Action 1.5) can be used to program the installation of correct signage as part of future capital works programs

The installation of pedestrian wayfinding signage will be rolled out first in the Werribee City Centre. This signage will provide a consistent approach that can be replicated in other town centres across Wyndham. The West Trails Strategy also identifies the need to develop a standard suite of directional signs for the other major trails in Wyndham. The Federation Trail provides an example of the application of consistent wayfinding signage along its length.

Council officers will use the Werribee City Centre wayfinding signage rollout and the West Trails Strategy to develop guidelines for the use and design of a standard suite of directional signs for paths and trails in Wyndham.

Action 4.3 - Maps



ACTION NUMBER : 4.2

ACTION: DEVELOP ONLINE MAPS AND INFORMATION MATERIALS TO COMMUNICATE ACTIVE TRAVEL OPTIONS IN AND AROUND WYNDHAM.

In addition to clear wayfinding information, up to date maps, and other supporting information material can provide confidence to pedestrians and cyclists accessing the path network. This can encourage people to use active travel as a preferred mode of transport.

The indicative network maps shown in Appendix A are included to provide a high-level snapshot of the existing main network of shared paths and cycle paths in Wyndham (as at June 2019). The rapid growth of Wyndham means that any static paper map rapidly becomes outdated, as new paths are continually being constructed. In addition, the scale of the area covered in Wyndham makes it difficult for a high level of detail to be provided on a static map.

Online maps can be a useful tool for providing detailed active travel information that is relevant for individual users. Online maps can also be regularly updated as the path network is improved and expanded upon to assist with wayfinding and journey planning. Guiding documents, such as the Strategic Cycling Corridor Network and Principal Pedestrian Network, which are currently being developed by the Department of Transport, and the findings from the Audit (Action 1.2) can be readily included on an online map, once implemented.



ACTIONS

To become the active transport leader in Victoria, and to improve the transport network for all Wyndham will undertake a range of actions. These actions while wide ranging fundamentally seek to improve the connections between people, places, and opportunities. The improved connections will mean people will have more time for what is important to them. Ultimately, the actions will deliver game changing outcomes for our city, community, visitors, and future.

These actions will be reviewed periodically as the strategy progresses.





The Network

Achieve an integrated active transport network that will enable all users to move around the network according to their needs.

ACTION NUMBER	ACTION	WHO (Subject to Change)	TIMEFRAME
1.1	Investigate methodologies for monitoring active transport	City Transport	2020 - 2021
1.2	Conduct an initial audit of the active transport network, to identify missing links and infrastructure issues.	City Transport	2019 - 2020
1.3	Develop Wyndham pedestrian and cycle network plans.	Lead: City Transport Supporting: Urban Futures, Landscape Design & Open Space Planning, Roads & Maintenance	2020 - 2021
1.4	Utilise the Movement & Place framework to assess activity intense areas to improve interactions between pedestrians, cyclists, and other transport modes.	Lead: City Transport Supporting: Urban Futures	Ongoing
1.5	Prepare an Implementation Plan for infrastructure improvements in the active transport network.	Lead: City Transport Supporting: Strategy & Stakeholder Engagement, Landscape Design & Open Space Planning, Roads & Maintenance, Planning & Building, Facilities & Assets, Community Planning & Development,	Ongoing
1.6	Establish a program to complete the existing missing links of the Wyndham managed active transport network	Lead: City Transport Supporting: Landscape Design & Open Space Planning, Roads & Maintenance, Planning & Building, Facilities & Assets	Ongoing
1.7	Support and advocate for a safer and accessible active transport network.	Lead: City Transport Supporting: Strategy & Stakeholder Engagement, Community Planning & Development	Ongoing



Infrastructure

Active transport infrastructure meets the needs of all people within Wyndham.

ACTION NUMBER	ACTION	WHO (Subject to Change)	TIMEFRAME
2.1	Review internal documents, standards and guidelines to identify opportunities to improve infrastructure across the active transport.	Lead: City Transport Supporting: Landscape Design & Open Space Planning, Roads & Maintenance, Planning & Building, Facilities & Assets, Community Planning & Development	2020 - 2021
2.2	Ensure that Council projects incorporate improvements to active transport infrastructure.	Lead: City Transport Supporting: Landscape Design & Open Space Planning, Roads & Maintenance, Facilities & Assets, Project Management Office	2019 - 2020
2.3	Investigate opportunities for active transport innovations within Wyndham.	Lead: City Transport Supporting: Smart City Office, Landscape Design & Open Space Planning, Facilities & Assets, Vibrant City Centres	2020 - 2021
2.4	Investigate the development of a local policy and advocate for a planning scheme amendment to better cater for cycle infrastructure within new developments.	Lead: City Transport Supporting: Town Planning, Urban Futures	Ongoing
2.5	Identify the amenity requirements to support increased participation in active travel.	City Transport	Ongoing
2.6	Investigate opportunities for paths to acknowledge local Aboriginal culture and history.	Lead: City Transport Supporting: Community Planning & Development	Ongoing



Key Infrastructure Projects

Enhance existing projects to position Wyndham as the active transport leader of Victoria.

ACTION NUMBER	ACTION	WHO (Subject to Change)	TIMEFRAME
3.1	Major Shared User Paths leading into the Werribee City Centre - Geelong Road, Ballan Road, Tarneit Road/ Railway Avenue, Sneydes Road/ Princes Highway.	Lead: City Transport Supporting: Smart City Office, Landscape Design & Open Space Planning, Roads & Maintenance, Facilities & Assets, Vibrant City Centres, Urban Futures	2020 - 2023
3.2	Melbourne Water pipeline reserve path – Tarneit Road to Derrimut Road, Forsyth Road extension to Palmers Road.	Lead: City Transport Supporting: Smart City Office, Landscape Design & Open Space Planning, Roads & Maintenance, Facilities & Assets, Vibrant City Centres, Urban Futures	2020 - 2023
3.3	Major Shared User Paths leading into the Williams Landing Station and Town Centre – Forsyth Road/Ashcroft Road/ Overton Road/Altair Street, Palmers Road.	Lead: City Transport Supporting: Smart City Office, Landscape Design & Open Space Planning, Roads & Maintenance, Facilities & Assets, Vibrant City Centres, Urban Futures	2020 - 2023



Education, Promotion and Communication

Wyndham residents have access to information on smarter, healthier, more environmentally sustainable travel choices through education, promotion and communication.

ACTION NUMBER	ACTION	WHO (Subject to Change)	TIMEFRAME
4.1	Continue to support and enhance the Active Travel to School Program.	City Transport	2019 – 2020
4.2	Develop guidelines for the use and design of a standard suite of directional signs for paths and trails in Wyndham.	Lead: City Transport Supporting: Vibrant City Centres, Landscape Design & Open Space Planning, Roads & Maintenance, Community Planning & Development	2021 - 2023
4.3	Develop online maps and information materials to communicate active travel options in and around Wyndham.	Lead: City Transport Supporting: Smart City Office	Ongoing



APPENDIX A - Maps

The maps in Appendix A show the existing overarching network and smaller isolated sections of paths are not included. Online mapping will supersede mapping in this document and will include strategic cycling corridors, once approved by State Government.

Please note that, while we take every effort to get these maps as accurate as possible, some paths may not be exactly as depicted.

Types of Paths

Shared: Legally Shared Paths should have signage to confirm they are Shared Paths, please check for Signage before riding on a path. Shared Paths can be used by both cyclists and pedestrians. On shared paths cyclists should always ride at a safe speed and warn other path users before passing (with a bell). All users of shared paths should respect other users and stay to the left-hand side as travel is allowed in both directions.

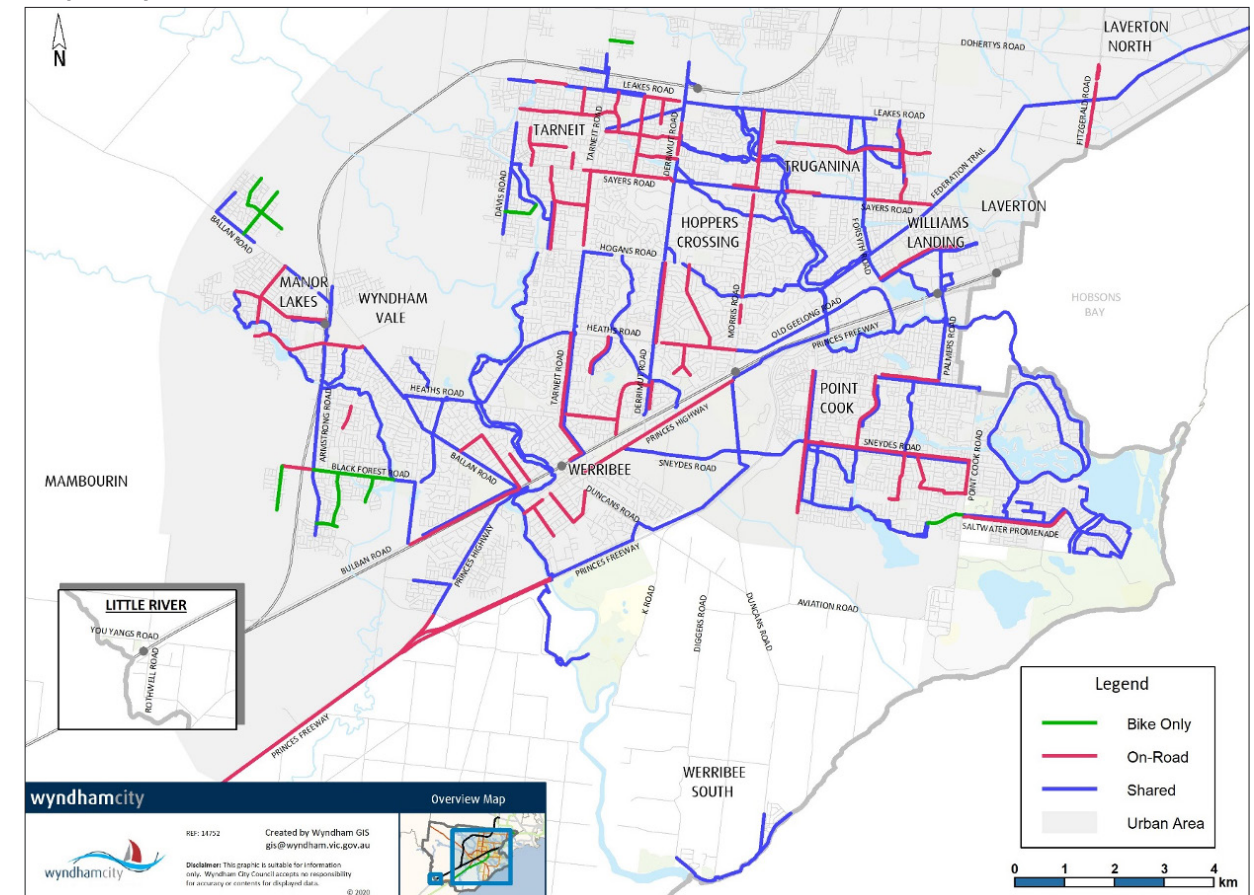
On-Road: On-Road bike facilities can be either bike lanes marked on the road or service lanes (without markings). Cyclists must abide by the road rules when riding on the road.

Bike Only: Bike Only paths are for cyclists only and are not to be used by either pedestrians or cars (including no car parking). Bike Only paths only exist in conjunction with roads and foot paths. Cyclists can ride in either direction on a bike only path but should stay to the left-hand side.

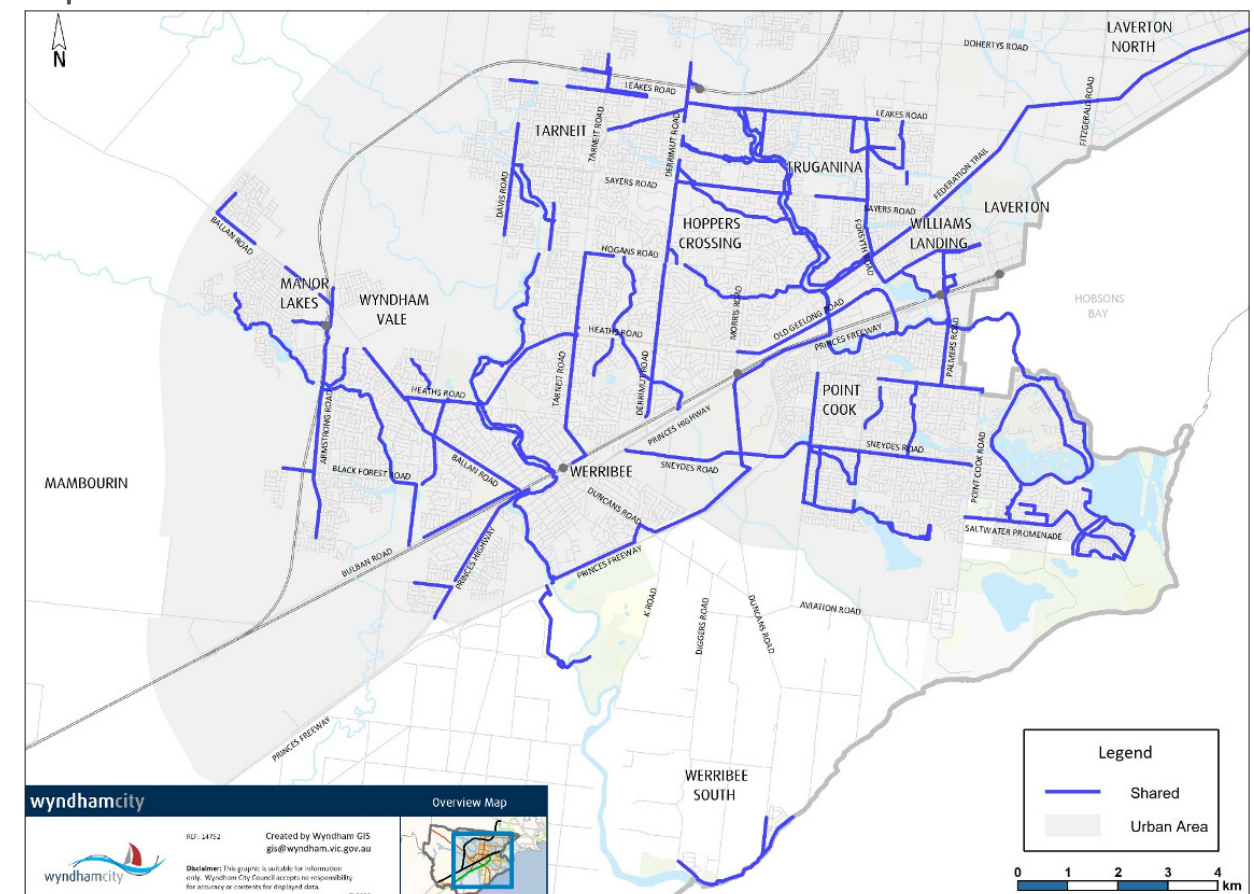
Footpath: Useable by all pedestrians, and cyclists if they:

- are a child under the age of 13
- are a person 13 and over who is accompanying a child under the age of 13
- are an adult 18 or over who is cycling with a young child in a child seat attached to their bicycle, or with a child pedaling on a bike attachment at the back of an adult bicycle
- have been given and are following the conditions on a medical certificate that says they have a disability that makes it difficult for them to ride on the road
- are an adult accompanying someone with a medical certificate cycling on a footpath

Map A Wyndham Paths



Map B Shared Paths



APPENDIX B – Opportunities for infrastructure improvements

Action 2.1 details the need for the review of internal documents, standards and guidelines to identify opportunities to improve infrastructure across the pedestrian and cycle network.

For both pedestrians and cyclists, there are several factors to be considered in the development and upgrade of the path network in Wyndham. It should be noted that these issues will continue to evolve as the network expands.

Pedestrian Infrastructure

The following improvements can enhance the network for pedestrians:

- Incorporate Principal Pedestrian Networks.
- Subject to constraints, existing 1.2m wide footpaths should be reconstructed to a 1.5m width.
- Consideration should be given to the construction of wider footpaths on approaches to town centres.
- Minimising the use of slip lanes at intersections.
- Use of pedestrian kerb outstands and/or refuges.
- Raised road crossings that also function as a local speed treatment.
- Signal phasing treatments:
 - Scramble Crossings, e.g. Point Cook Town Centre intersection at Murnong Street and Main Street.
 - Pedestrian automatic head start and automatic green walk.
 - Greater crossing time allowance.
- Reductions in posted speed limits, where appropriate.
- Increased visibility between pedestrians and other road users.
- Where shared paths and off-road cycle paths are constructed in open spaces and reserves there should be tree plantings on both sides of the path, where possible, whilst maintaining clearances and sightlines.

Cycle Infrastructure

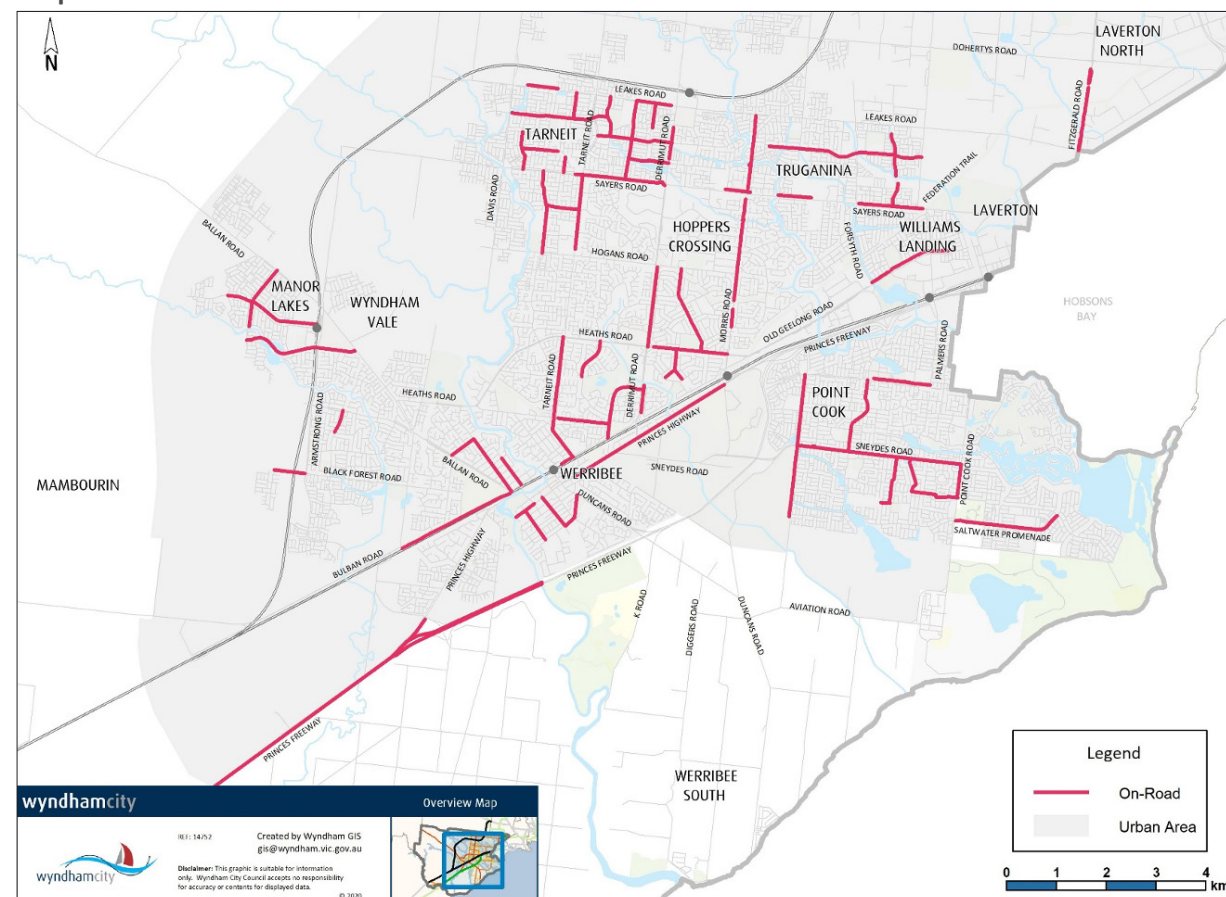
The following improvements can enhance the network for cyclists:

- Incorporate Strategic Cycling Corridors
- Subject to constraints, all paths in Wyndham should meet current standards
- Shared user paths along waterways and drainage reserves require other infrastructure (seating, railings) and landscaping elements to be set back one metre. Enough width should be provided to ensure any batter will not require a railing between the path and the waterway/drain.

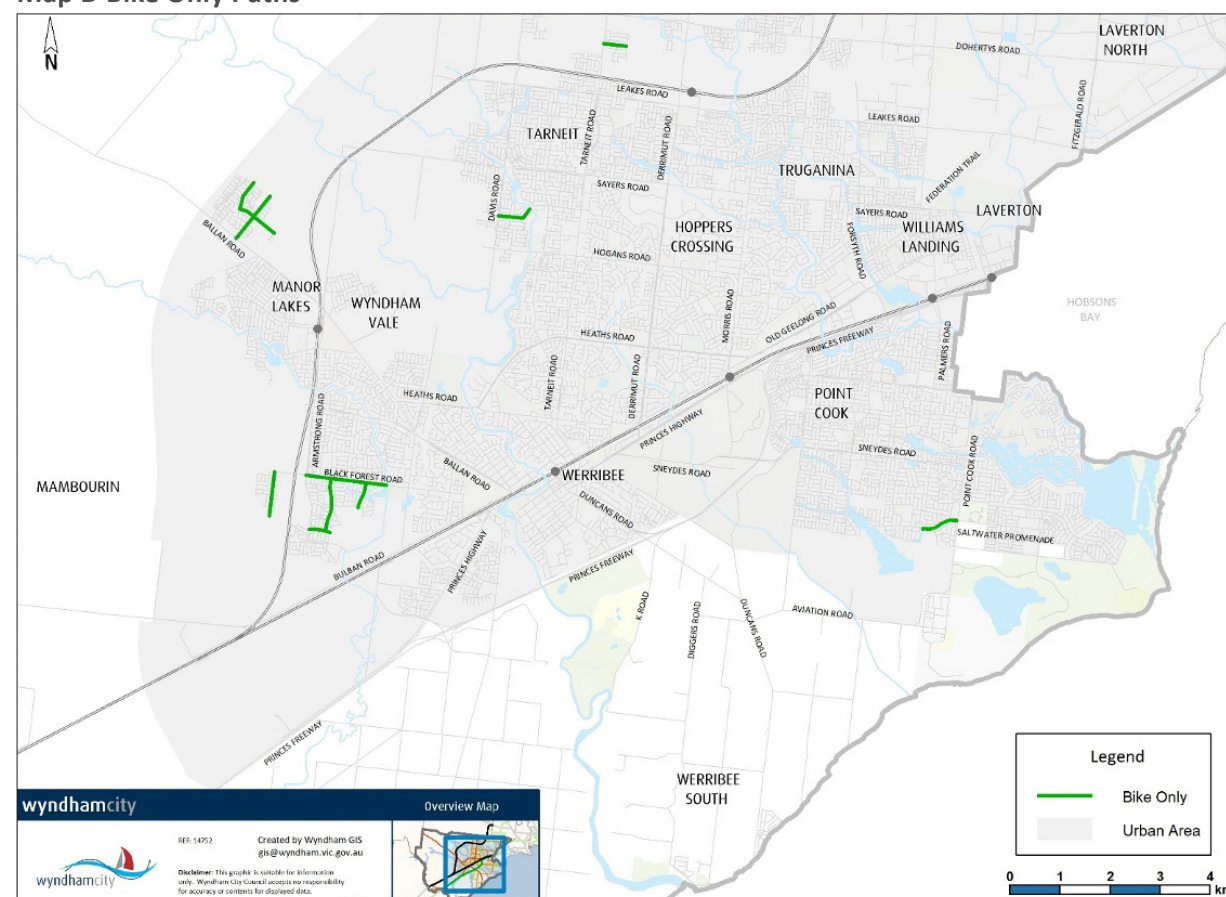
Accessibility

- Reduce complexity of crossings and crossing distance
- Access to bus stops
- Tactile ground surface indicators are essential for increasing the safety, efficiency and convenience of vision impaired pedestrians.
- Quality of surfaces and detailed design (refer to Safer Road Design for Older Pedestrians)

Map C On Road Paths



Map D Bike Only Paths



APPENDIX C - Government Responsibility for Active Transport

Pedestrian & Cycle policy in Wyndham is influenced by all levels of Government. Set out below are the additional documents and policies which have been considered in the development of the Wyndham Active Transport Strategy.

Federal & State	Regional & Local
<p>FEDERAL</p> <p>Austroads Guides</p> <p>Australian Infrastructure Plans and Infrastructure Priority Lists</p> <p>Australian Standards</p> <p>National Charter of Integrated Transport and Land Use Planning 2003</p> <p>National Cycling Strategy</p> <p>National Road Safety Action Plan 2018-2020</p> <p>Review of Disability Standards for Accessible Public Transport 2015</p> <p>STATE</p> <p>Disability Discrimination Act 1992</p> <p>Infrastructure treatments, including:</p> <p>Design Guidance for strategically important cycling corridors</p> <p>Guidance on Pedestrian and Cyclist Treatments at Roundabouts</p> <p>Guidance on Treating Bicycle Car Dooring Collisions</p> <p>Shared Path Audit Guidelines</p> <p>Traffic Engineering Manual (TEM) Volume 2 and 3</p> <p>Manual for Road Design</p> <p>Movement and Place in Victoria</p> <p>Parks Victoria Linking People and Spaces 2002</p> <p>Pedestrian Access Strategy 2010</p> <p>Plan Melbourne</p> <p>Precinct Structure Plans</p> <p>Public Health and Wellbeing Act 2008</p> <p>Road Management Act 2004</p> <p>VicRoads – Bicycle Infrastructure Design standards and guidelines</p> <p>Victorian Cycling Strategy</p> <p>Victoria Road Safety Strategy 2013-2022</p> <p>VPA - Engineering Design and Construction Manual</p> <p>Transport Integration Act 2010</p>	<p>REGIONAL</p> <p>Western Metropolitan Region Trails Strategic Plan ‘West Trails’</p> <p>Western Melbourne Transport Strategy</p> <p>LOCAL</p> <p>Accessibility Action Plan 2019-2022</p> <p>Active Wyndham</p> <p>Aged and Disability Service Access Policy</p> <p>Bicycle Network Strategy, December 2011</p> <p>Early Years Plan 2013-2017</p> <p>Environmentally Sustainable Design Framework</p> <p>Leisure Strategy 2013-2017</p> <p>Municipal Strategic Statement</p> <p>Road Management Plan</p> <p>Road Safety Strategy</p> <p>Smart Cities Strategy</p> <p>Werribee River Shared Trail Strategy 2013</p> <p>Wyndham Bay Trail - Shared Path Alignment Study</p> <p>Wyndham City Plan 2017-2021</p> <p>Wyndham Coastal Management Plan Issues & Opportunities Paper</p> <p>Wyndham Integrated Transport Strategy, June 2016</p> <p>Wyndham Planning Scheme</p> <p>Wyndham Tree and Urban Forest Policy 2019</p> <p>Wyndham Urban Framework Plan (Draft)</p> <p>Wyndham 2040 Vision</p> <p>Youth Plan 2013-2017</p>

Table 1: Relevant policies and documents



What is Council responsible for?

Council relies predominantly on rates revenue and is responsible for the planning, delivery and maintenance of active transport infrastructure within City-controlled reserves, parks and roads. This includes about 85 per cent of Victoria’s road network and most bicycle and pedestrian paths. However, in order to plan, design and deliver an effective active transport network, Council will need to work collaboratively with all levels of government.

An important function for Local Government is to advocate local transport needs to other levels of Government and importantly, the private sector, for example, private bus and train operators –to help build business cases for enhanced service levels and assist in ushering these business cases through Government and ultimately deliver these enhanced services to the people of Wyndham.

State and Federal Governments have significant legislative and financial powers over most of the transport policy, funding, and delivery of services and infrastructure. The relevant State and Federal Government departments and agencies control approvals for any path infrastructure located on, for example, the arterial road network, within railway corridors, in managed reserves/parks, and along some waterways.

APPENDIX D - Abbreviations & Definitions

Abbreviation	Definition
AS	Australian Standards
CCTV	Closed-Circuit Television
CPTED	Crime Prevention through Environmental Design
DDA	Disability Discrimination Act 1992
DEWLP	Department of Environment, Land, Water and Planning
DoT	Department of Transport
KPI(s)	Key Performance Indicator(s)
LGA	Local Government Area
PBN	Principal Bicycle Network; the network of existing and planned routes that provide facilities for people to cycle for transport (especially locally), as well as for sport, recreation and fitness
PPN	Principal Pedestrian Network
PSP	Precinct Structure Plan(s)
PTV	Public Transport Victoria
PWD	Person with Disabilities
SCC	Strategic cycling corridor; a designated cycling route that joins up important destinations: the central city, national employment and innovation clusters, major activity centres and other destinations of major significance
SUP	Shared Use Path, or, Shared Path
TEM	Traffic Engineering Manual
TfV	Transport for Victoria
TIA	Transport Integration Action 2010 is Victoria's principal transport statute, coming into effect on 1 July 2019.
VISTA	Victorian Integrated Survey of Travel and Activity
VPA	Victorian Planning Authority
WATS	Wyndham Active Transport Strategy 2020
WITS	Wyndham Integrated Transport Strategy 2016

Active transport

A physically active means of transport that includes walking, cycling and using other non-motorised forms of mobility. It also includes motorised wheelchairs.

Amenity

Includes cycle parking, end of trip facilities (Showers & Change facilities), water/drink stations, toilets, shelter, seating, shade, etc.

Bike Only

Bike Only paths are for cyclists only and are not to be used by either pedestrians or cars (including no car parking). Bike Only paths only exist in conjunction with roads and foot paths. Cyclists can ride in either direction on a bike only path but should stay to the left-hand side.

Cycle path

An area open to the public which is protected from motor vehicles and which is for use by people on bicycles only (in which case it is a cycle path) or by pedestrians and people on bicycles (in which case it is a shared-use path). A cycle path can be within or outside a road reserve.

Cycle way

A protected cycle lane within a road reserve.

Footpath

An area open to the public which is protected from motor vehicles and which is for use by pedestrians including those in a wheelchair or a personal mobility device. It can also be used by cyclists who are 12 or younger. A footpath can be within or outside a road reserve.

Greenfield areas

Undeveloped land identified for residential or industrial/commercial development.

Infrastructure

Cycle paths/lanes, bollards, signage, chicanes

Off-road path

A path for cyclists that is not located within the pavement area of the road.

On-road bicycle lane

Can be either bike lanes marked on the road or unmarked service roads.

Parkiteer Cage

A brand of bicycle cage often found at train stations.

Path Condition

Existing state of infrastructure and surface(s)

Pathway

The generic term used for footpaths and off-road trails

Pedestrians

The Victorian Road Rules define pedestrians as people who are:

- On foot
- On wheeled devices such as skateboards, rollerblades, wheelchairs and motorised mobility devices
- Pushing a bicycle

Note

Throughout this document the word 'walking' will be used to define the basic form of mobility available to each individual. This includes those who walk with a mobility aid, a wheelchair or a motorised mobility device.

Principal Pedestrian Network

Routes within the built environment that are likely and have the potential to carry more pedestrians walking to key destinations and improve the quality of these routes to encourage more walking.

Service road use

Where a cyclist is directed to use the service road in place of an arterial road.

Shared Path

Can be used by both cyclists and pedestrians.

Shared zone and spaces

Places where vehicles and pedestrians share the road space, with pedestrians having priority over vehicles.

Strategic Cycling Corridor

A designated cycling route that joins up important destinations: the central city, national employment and innovation clusters, major activity centres and other destinations of metropolitan or state significance.

Trail

Terminology associated with longer distance shared paths, which are often located alongside waterways, the bay or rail lines.

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