

Wyndham Active Transport Strategy

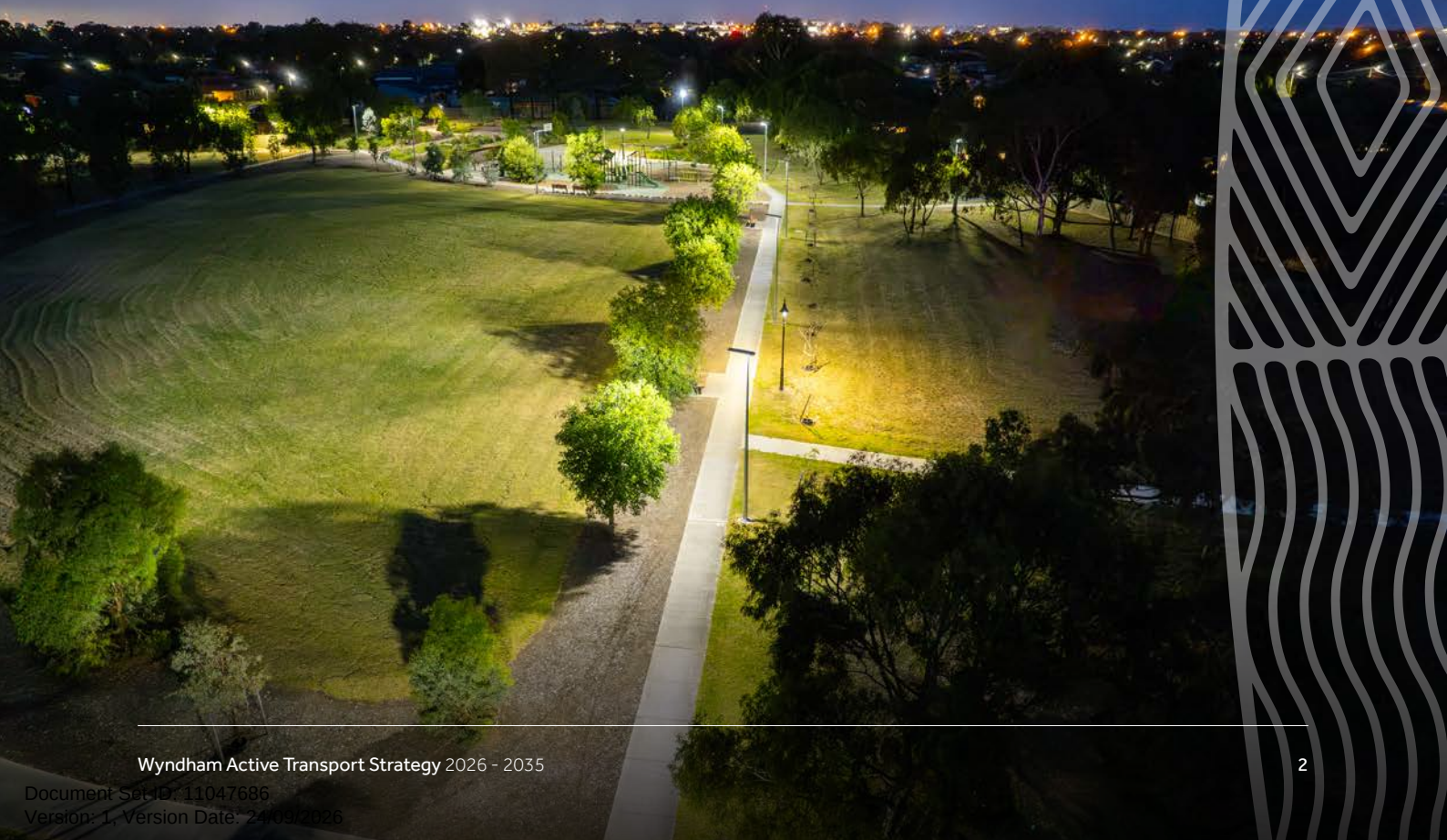
2026 - 2035

Connecting Wyndham



Acknowledgement of Traditional Custodians

Wyndham City Council recognises Aboriginal and Torres Strait Islander peoples as the first Peoples of Australia. We acknowledge the Bunurong and Wadawurrung Peoples as Traditional Owners of the lands on which Wyndham City operates. The Wadawurrung and Bunurong Peoples have and always will belong to the Werribee Yalook (river), creeks, stars, hills and red clay of this Country. We pay respect to their Ancestors and Elders who always have, and always will, care for Country and community today and for future generations.



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Executive Summary

We are all pedestrians at some point in every journey and most of us cycle at some time in our lives. Everybody benefits when the places we live in are easy and attractive to walk and cycle around. The goal is to enable more people to use active transport, so we are all healthier, connected to our natural environment and have increased choice in how and where we move. To ensure this occurs we will encourage people to make the most of the network.

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.

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.

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 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.

Active transport helps all our residents and visitors connect with what is important to them in Wyndham and beyond.

Purpose of this document

The Wyndham Active Transport Strategy 2026-2035 (WATS) will continue to build on momentum achieved with the original Wyndham Active Transport Strategy 2020. This includes key achievements under the Missing Links Program and Active Travel to Schools Program.

The Missing Links Program is a coordinated program of upgrades and new infrastructure designed to create connected path networks for the community. Through this program residents and visitors now have a greater choice of sustainable transport options that support people of all ages and abilities – including those with disabilities, older people with mobility aids, parents with prams and children. Since 2020/21, the Missing Links Program has delivered more than 63 Kilometres of new footpath connections across 181 streets, directly connecting over 5,800 households which are home to nearly 18,000 residents.

The Active Travel to Schools Program is an innovative behaviour change initiative designed to increase the number of students and families who walk, cycle or scoot to school. There is strong evidence that children benefit physically, socially and emotionally from walking or riding to school. The program incorporates initiatives such as Junior Active Travel Leaders, fun mapping projects, competitions and stencils and signage to build long-term habits that encourage children to travel actively, improve safety in school zones and reduce traffic congestion.

WATS 2026-2035 has reviewed the actions completed in the 2020 WATS and rejigged the new actions to address lessons learnt, and to continue working towards the objectives of this strategy. These new actions will provide Council with an updated 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 provides a blueprint that will reimagine walking and cycling to make Wyndham accessible and attractive for all.

This strategy is a key component to ensuring continued improvements to the active transport network in Wyndham and that our residents can easily make changes to how they move around Wyndham. This will support residents to lead healthier and more active lifestyles.

Delivering a better active transport environment for all ages and abilities, requires investment in infrastructure and supporting amenity, improvements to our overall approach to the design, and delivery of transport infrastructure and urban design.

The actions in the strategy will result in further 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.



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 for Victoria (2025).

- 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.
- 2. Accessible for all:** Wyndham's active transport network should accommodate as many users as possible with varying travel requirements and ability levels.
- 3. People-Centred:** The active transport network should be well designed and facilitate better access to, and greater mobility within local communities.
- 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.
- 5. Collaborative:** Development of the active transport network should occur alongside genuine engagement and ongoing partnership with the community, stakeholder groups and all levels of government.



The Active Transport Strategy

Connecting Wyndham

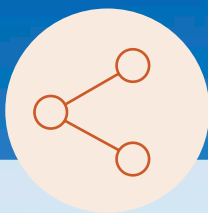


Our vision

Wyndham is an active transport leader of Victoria by 2035 and continues to provide access for all.

This will be achieved by planning, delivering, and advocating for the necessary infrastructure to connect the network, by identifying and breaking down active transport barriers, leveraging smart technology, support uptake and use of active transport, and the promotion of active transport as a sustainable and viable transport mode for all of 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 and abilities.



Infrastructure Projects

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



Education, Promotion & Communications

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

Aim

To provide Council with the strategic direction for an active transport network that is accessible, integrated, comfortable, attractive and safer for people of all ages and abilities.



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 waterways that form green links across Wyndham and provide respite from the built environment.

Active transport has a wide range of benefits beyond transport. Health benefits and reduced carbon emissions are key additional benefits that result from active transport improvements and increased uptake. Greenhouse gas emissions from Transport made up 24% of Wyndham's municipal emissions in 2023-2024 and of this, 43% is attributable to on-road automotive emissions. Supporting active transport use can assist in reducing vehicle use and emissions.

There are various forms of active transport, these being pedestrians, people who cycle and other people powered transport. The different forms will be considered separately where possible and conflict minimised where they need to use the same infrastructure, such as a Shared Use Path. E-bikes, e-scooter and personal mobility devices are not active transport, however as they can use the same paths/infrastructure as pedestrian and cyclists they are included in the Wyndham Active Transport Strategy 2026-2035.

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. Some older suburbs lack footpaths on one or both sides of some streets, and some streets have infrequent or lack pedestrian crossing points. Significant progress has been made since the original WATS was endorsed by Council in 2020. However, there



remains both small and large missing links that will require ongoing work and advocacy by Council to fix.

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. While the path network continues to be improved, it 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. The network needs to support 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.

There are an increasing number of e-bikes, e-scooters and other micro-mobility devices being used in Wyndham, these are not forms of active transport but do use the same infrastructure. This helps more people to travel more easily around Wyndham and across longer distances than is possible on unpowered active transport modes. An increasing safety issue is these “e-modes” being operated illegally due to being intentionally modified to exceed the speed restrictions and/or being ridden without due care for other users. In Australia there have been deaths and serious injuries resulting from collisions. Regulatory, education and enforcement action to address this safety issue is needed both at State and Commonwealth levels of government.

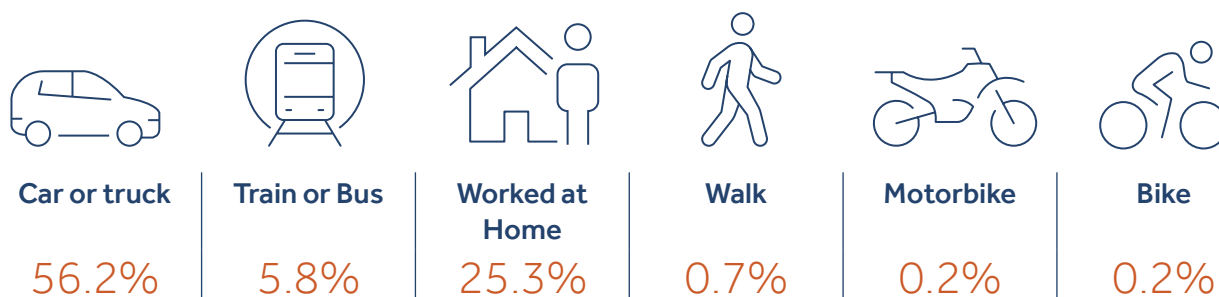
In Wyndham 58.6% of households currently have access to two or more vehicles, compared to 50.7% of households in Greater Melbourne. Similarly, 3.5% of households in Wyndham did not have access to a vehicle, compared to 8.5% of households in Greater Melbourne. This, in part, results in lower levels of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

The 2024-2025 Victorian Integrated Survey of Travel and Activity (VISTA) data gives a vital insight into the travel behaviour of Wyndham residents. The survey showed us that on a weekday¹ approximately 119,896 walking trips and 4,671 cycle trips originated within the municipality.

Note: the most recent Census data from 2021 was gathered during COVID lockdowns, impacting on the travel to work percentages. In 2021, 36.7% of Wyndham resident worked within the municipality. However, 59.8% of residents are travelling outside the municipality for work, with most residents travelling to work in the easterly direction toward the City of Melbourne².

Compared to the Greater Melbourne average, Wyndham has a higher proportion of residents who travel to work by car (55.6% compared with 50%), yet it also has a higher proportion of residents catching the train to work than the Greater Melbourne average (5.2% compared to 3.6%)³.

2021 Method of Travel to Work for Wyndham Residents⁴



¹ Victorian Integrated Survey of Travel & Activity (VISTA), accessed <https://public.tableau.com/app/profile/vista/viz/VISTA-LGAProfiler/LocalGovernmentAreaprofiles>

² <https://economy.id.com.au/wyndham/residents-place-of-work-industry>

³ Australian Bureau of Statistics (2021), Analysed by <https://economy.id.com.au/wyndham/travel-to-work?IGBMID=20>

⁴ Ibid

Wyndham has been and continues to grow rapidly with the population forecast for 2026 being 342,221 and forecast to grow to 488,572 by 2046, with growth in Wyndham being driven by a relatively young population. 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.

The Active Wyndham Strategy identified that 54.5% of adults residing in Wyndham fail to meet physical activity guidelines. We have an opportunity to improve people's physical activity by creating an environment where walking and cycling is an easy choice to make.

A more detailed description of the legislative and policy context, and transport challenges and opportunities facing Wyndham, are presented in the Wyndham Integrated Transport Strategy.

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





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*'⁵ 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 activity, despite being critical to many other trips.

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.

⁵ Victoria Walks, 'The Economic Case for Investment in Walking' http://www.victoriawalks.org.au/Assets/Files/Arup-economic-case-for-walking_Final.pdf

Strategic Alignment

The Wyndham Active Transport Strategy 2026-2035 is consistent with the Wyndham 2050 Community Vision for Places and Spaces and aligns to the visions of both the Wyndham Integrated Transport Strategy 2023 and the Wyndham Plan.

Wyndham 2050

We are the vibrant and diverse community of Wyndham, embracing a sense of belonging and inclusivity at all stages of life.

We value and celebrate the First Nations people and take pride in our arts, culture and heritage.

We are a thriving city that is safe, accessible and connected.

We champion health, well-being, education, enterprise, and innovation. We nurture our land and environment for future generations.

Wyndham Plan

...connecting people and places and creating more time for life.

Wyndham Integrated Transport Strategy

Wyndham is a safe, connected city where people confidently choose how they move. The network enables the efficient travel of people and goods; and our integrated transport system invigorates places it is part of. Travel is sustainable, accessible, and agile to maximise opportunities and liveability for all, and connects us to each other, to Wyndham, and beyond.

The **Wyndham Integrated Transport Strategy 2023** (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 other key Council Policies and Strategies.



Monitoring

Monitoring 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.

We can use a range of data sources to measure our success, including:

- Annual Community Satisfaction Survey results
- Securing Wyndham's Future Advocacy Strategy successes
- GIS data
- Participating active travel schools' data on active travel numbers
- ABS Census data
- Victorian Integrated Survey of Travel and Activity (VISTA)
- VicRoads 'Road Crash Information System' data

Monitoring will consider pedestrians and cyclists separately. Other forms of transport (e-bikes and e-scooters) will also be monitored where possible.



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 to get people active and enable people to walk more.

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

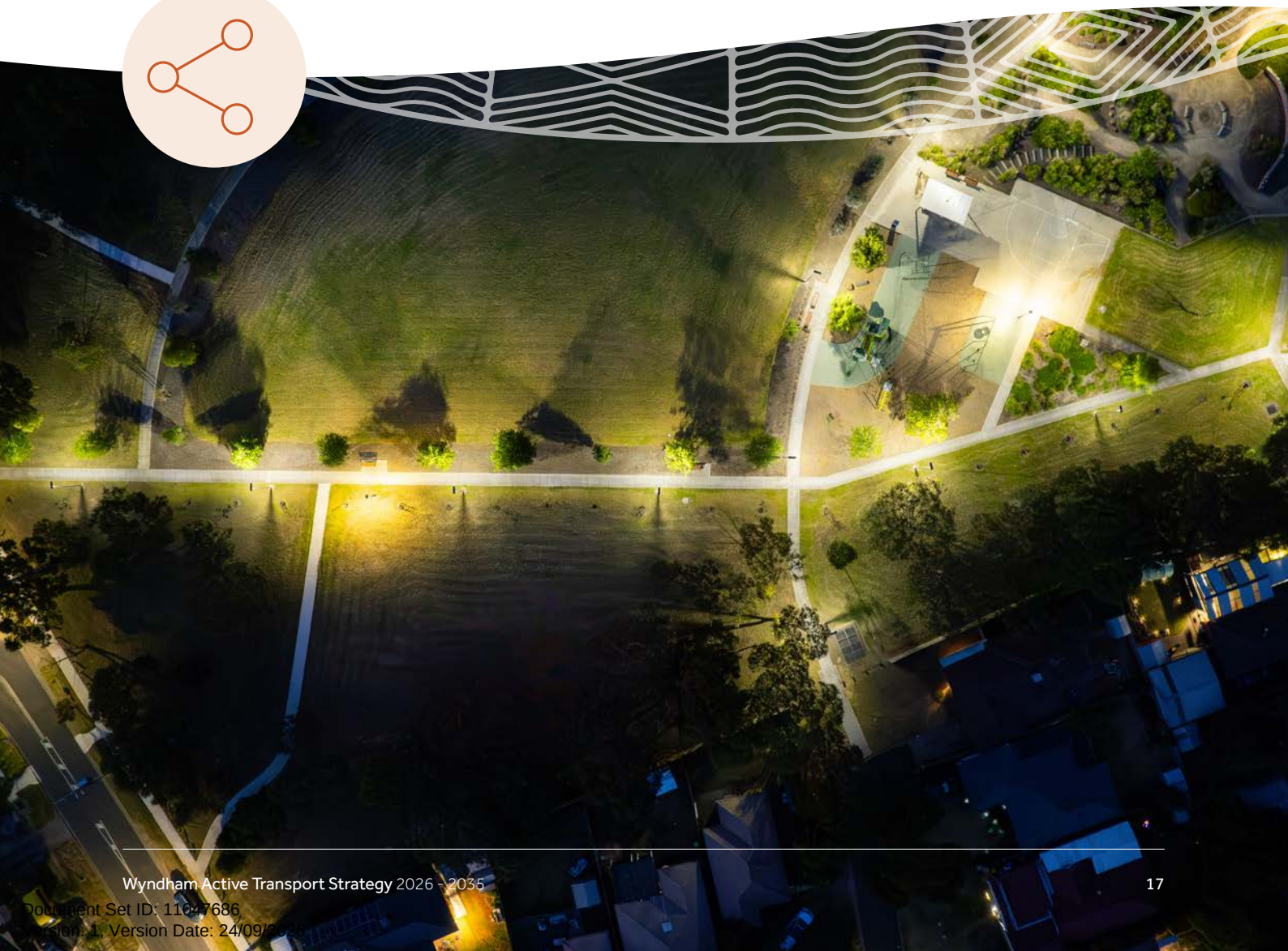
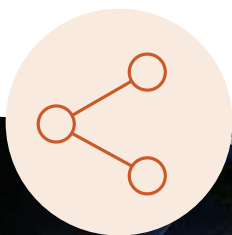
As we implement this strategy, we will continue to learn from others and implement best practice infrastructure. This will help position Wyndham as an active transport leader in Victoria.



The Network

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

Target 1: Maintain or increase the annual community satisfaction survey results on the provision and maintenance of footpaths and shared trails.



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 environment⁶. Similarly, a better-connected cycle network would encourage more Victorians to cycle, or cycle more often, to destinations close to where they live⁷.

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

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 completion of missing links
- The improvement of standards for existing walking and cycling networks, in particular the separation of walking and cycling paths and also from other road users⁸

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.

"Continuous footpath connections are critical to facilitate walking by children, parents, seniors and others with limited 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 (see Map 1) - connecting people to the places they want to get to.

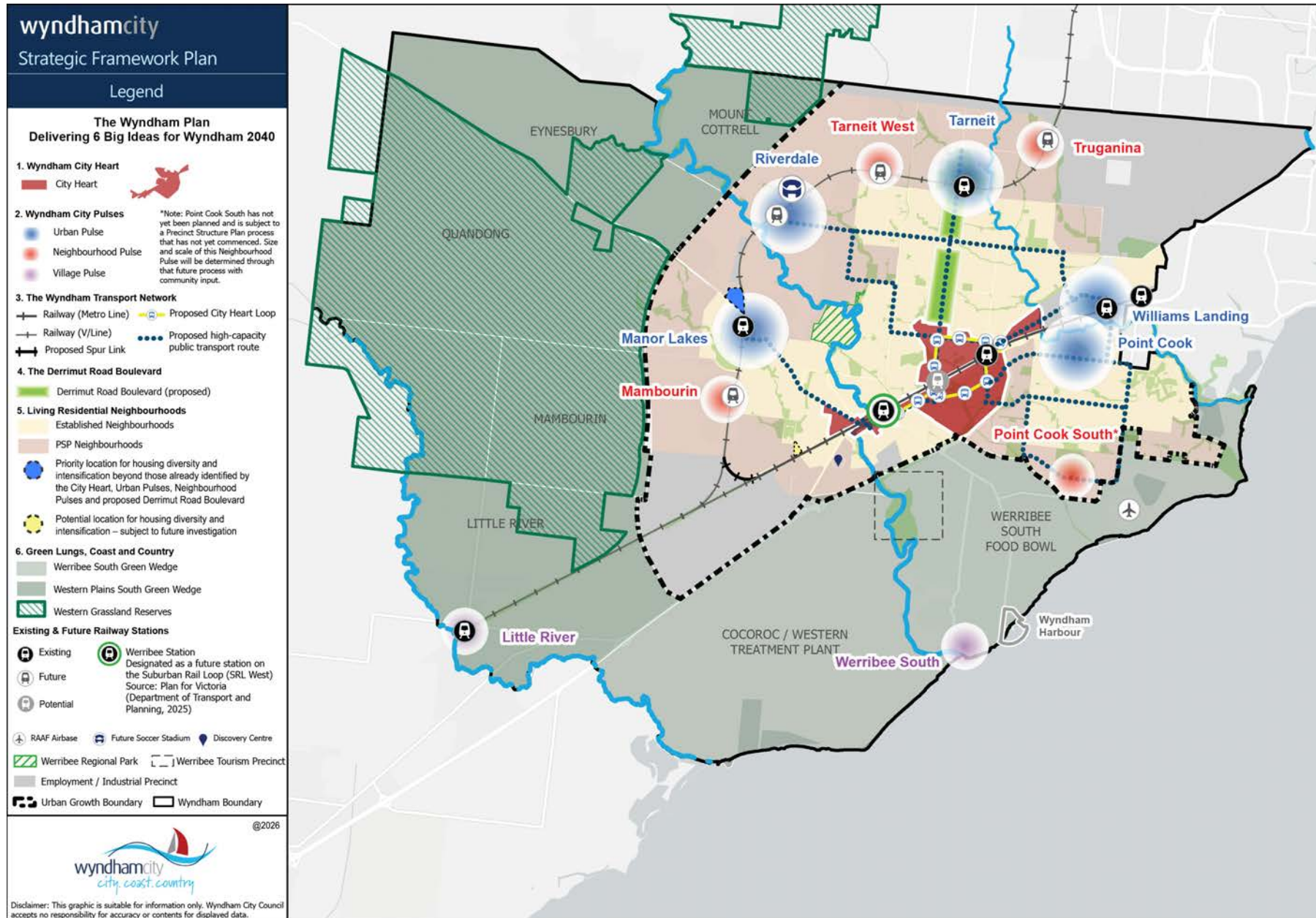


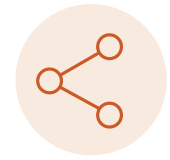
⁶Victoria Walks, 'Urban Design for Walking', <http://www.victoriawalks.org.au/urban_design/>

⁷Victorian Government 'Victorian Cycling Strategy 2018-28' <<https://transport.vic.gov.au/getting-around/walking-and-cycling>>

⁸Infrastructure Victoria (2016), '30 Year Infrastructure Strategy', Victorian Government, Melbourne <<http://www.infrastructurevictoria.com.au/sites/default/files/images/IV%2030%20Year%20Strategy%20WEB%20V2.PDF>>

Map 1 Key Destinations shown in the Wyndham Plan





Measuring Active Transport

Monitor Active Transport demand and use through targeted 'geofence' data collection of selected major paths to identify demand and use.

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.

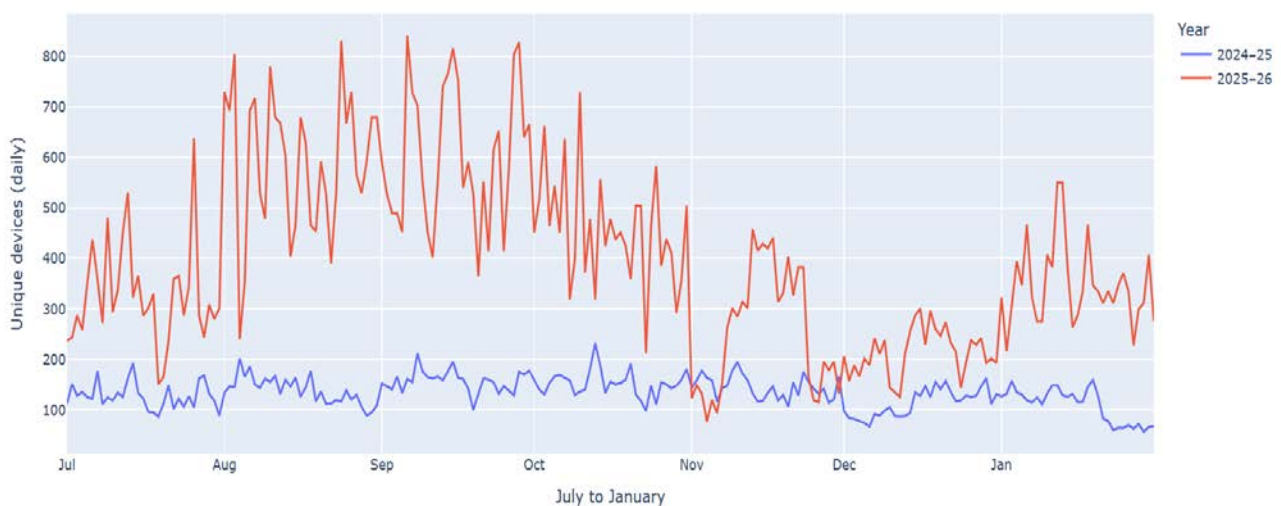
The monitoring will need to be flexible to understand the various impacts of a full range of improvements be they the opening of a higher order path, a neighborhood path, or fixing a missing link. Resourcing constraints means that targeted monitoring will be used to track and understand active transport usage. The purpose is to understand community needs and wants so

improvements on the ground can be made where appropriate.

While currently there are a range of data sources that can be accessed, for example the Victorian Integrated Survey of Travel and Activity, and Census data, there is potential to use alternative data sources to assist in monitoring the improvements to active transport in Wyndham.

A trial of a virtual 'geofence' around the upgraded section of Skeleton Creek path in Sanctuary Lakes, was undertaken to test this method of data collection. The "geofence" uses unidentifiable locational e-device data to plot the numbers of people using the path. The plot below shows the number of path users from when it was a gravel path (1 July to 31 Jan 2024/25) and after the upgrade to a concrete path (1 July to 31 Jan 2025/26).

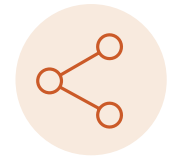
YoY: Daily Unique Visits — July to January



As the data available is also historical, then it can replace the traditional Super Tuesday and Super Sunday counts. These have been used in the past to count cycling use on major paths. As these were only undertaken on one day of the year, then poor weather impacted on numbers, and it also did not count pedestrians using the path. The virtual 'geofence' can count every day across an extended

timeframe and includes pedestrian numbers as well. This will give a more accurate picture of the numbers of people using a particular path.

Opportunities to use this data collection source in other situations will be explored further to understand what the limits are in it providing accurate data on pedestrian and cycling activity.



Signage

Undertake targeted audit/s and upgrade/s to the regulatory and wayfinding signage.

Wyndham's active transport network signage has variations due to changing standards over time, and because active transport infrastructure has not always been provided as development has occurred. There is also a lack of understanding the types and location of signage across the network. This makes the network more difficult to use and can increase the potential of conflict between users.

As a result, the network is "fragmented", even where there is a continuous path, due to the lack of appropriate signage. Improved signage, in association with Education and Promotion Communication, will help improve usage and awareness of the path network. Prior to being able to improve the signage across the network, a clearer understanding of the location of missing signs and condition of current infrastructure is required.

Increasing the numbers of appropriate signage means that greater use of the network can be promoted more fully to maximise use of the existing network.

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

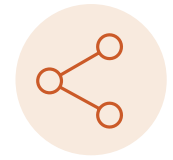
needs to be progressively rolled out within Wyndham to encourage more people to actively travel but also give them the confidence that they can arrive at their intended destination.

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, or dogs on lead, are 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 installation of pedestrian wayfinding signage was rolled out first in the Werribee City Centre. An internal guidance Wayfinding Signage Standards and Specifications document has since been developed so that a consistent approach can be applied to other projects across the municipality.

The West Trails Strategy also identifies the need to develop a standard suite of directional signs for the other major trails that connect Wyndham and abutting municipalities. The Federation Trail provides an example of the application of consistent wayfinding signage along its length.



Activity Intense Areas

Utilise the Movement & Place framework to assess activity intense areas to improve interactions between pedestrians, cyclists, and other transport modes.

Activity intense areas/destinations 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

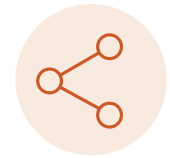
The large number of people using these areas, as well as the increasing use of motorised mobility devices and innovative vehicles (e.g. e-bikes and e-scooters), can result in conflicts that need to be managed. Better planning of these areas by ensuring appropriate infrastructure to support desired uses will allow safer access for

all users. For example, widening existing shared paths, improving signage, 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.





Network Planning

Continue to plan and prioritise completion of the gaps in the Wyndham managed active transport network.

The Active Transport Network Planning includes short and long-term projects and projects of differing scale and complexity. The new paths are broadly divided into two delivery streams, Higher Order Paths, and Neighbourhood Paths. The Higher Order Paths are typically longer, more expensive, generally more complex to deliver and can include infrastructure such as bridges; and Neighbourhood Paths that are often new roadside footpaths within a local neighbourhood area.

The Network Planning will need to consider:

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

The Network Planning will also be informed by:

- Community feedback
- Township strategies
- Precinct Structure Plans
- Parks and open space masterplans
- DTP Strategic Cycling Corridor Network

- DTP Strategic Walking Connections
- Regional Strategies, e.g. Western Metropolitan Region Trails Strategy Plan (West Trails)

The public exhibition of this strategy provided Council with a snapshot of what the community considers are the priorities and ranking for walking and cycling needs. In addition, feedback containing more detail on specific issues was provided, which will be considered when network planning.

The top 6 ranked priorities for Pedestrians in order are:

1. Access to train stations
2. Access to nature & waterways
3. Long trail/path connections across Wyndham
4. Separate paths - pedestrians & cyclists/e-scooters
5. Access to shops & services
6. Safety and Accessibility (all ages & abilities)

The top 6 ranked priorities for Cyclists in order are:

1. Long trail/path connections across Wyndham
2. Separate paths - pedestrians & cyclists/e-scooters
3. Access to train stations
4. Access to nature & waterways
5. Local neighbourhood connections
6. Safety and Accessibility (all ages & abilities)

This action is to plan and prioritise identified projects that can be:

- Delivered under the Missing Links Program (Action 2.3)
- Used to inform Council's advocacy to State and Federal Governments (Action 1.5)
- 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, and roads)

There will need to be continual refining or updating of projects over time to respond to changes in other policies and strategies that impact on the active transport network. Delivery of individual or groupings of paths/infrastructure will also need to be responsive to growth and changing priorities.

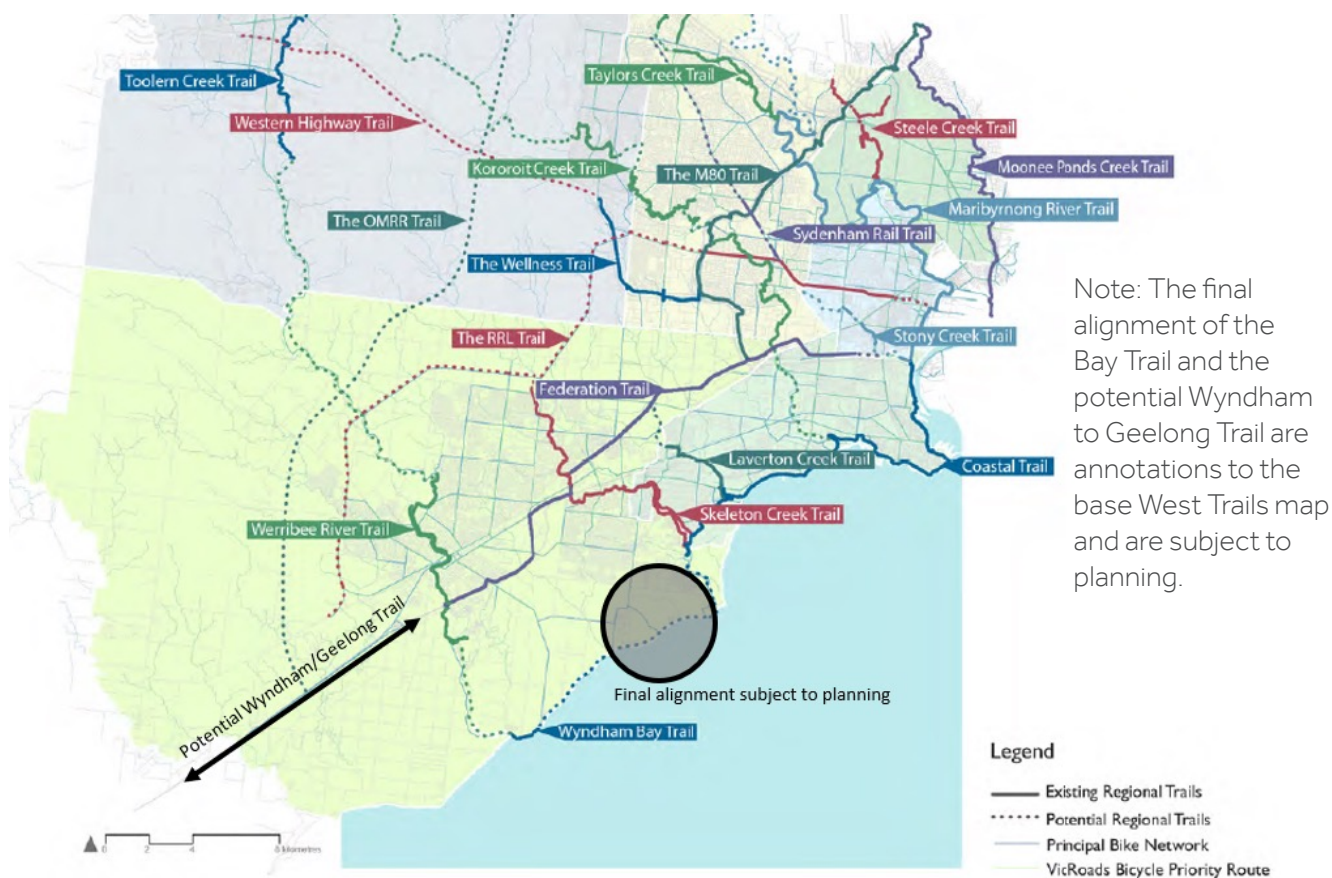
In addition to contributing towards a connected network across Wyndham, there are key trails already identified that will benefit Wyndham's local tourism by connecting significant routes,

creating liveability and providing regional links. 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).

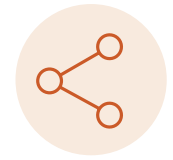
The Bay Trail outside of Wyndham already encircles a large proportion of Port Phillip Bay and extending the trail within Wyndham would provide both residents and visitors access to unique locations. The completion of the Bay Trail would improve access and active transport options but also provide economic benefits via supporting events and increased visitor numbers.

Regional Trails like these are key longer-term projects that will require many stakeholders to work together and require State or Federal Government funding.

Map 2 Western Metropolitan Melbourne Regional Trails Network⁹



⁹Source: West Trails Western Metropolitan Region Trails Strategic Plan.



Safety and Accessibility

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 level of perceived and actual levels of personal safety has an increased impact on woman and other genders. Furthermore, the intersection with other dimensions such as degree of mobility or age can impact on how people 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. For example, appropriate lighting and alternative, less isolated path options are critical to address actual and perceived safety concerns. Within road reserves, lighting was installed to the standards that applied at the time of construction, and there are no requirements to increase the levels of lighting in these areas. Note lighting must meet both user needs and minimise impacts on wildlife within natural environments (National Light Pollution Guidelines for Wildlife).

Improved safety can be achieved through the adoption of the Crime Prevention through Environmental Design (CPTED) and Safer by Design (Crime Prevention Victoria) design principles. This is important as people of different genders have different experiences of using active transport, which is often related to how safe, or not, they feel. By considering safety concerns usage may increase and extend outside daylight hours. A Gender Impact Assessment has been

undertaken to ensure that people's needs are better understood. Our network needs to consider all users ensure our active transport network is for all users.

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 is 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. Council will support and advocate for a safer and accessible active transport network, using the Network Planning (Action 1.4). 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. However,

separating pedestrians and cyclists must be considered in the context of available space, cost and other constraints. Separating these uses along waterways is not usually possible due to the detrimental impact this would have on the natural environment.

The use of e-bikes, e-scooters and other e-mobility devices while beneficial can cause safety issues if they are misused, like any form of transport. It is important to note that an overpowered e-bike is considered as a motorcycle and is subject to the same road rules as other motorcycles. Greater guidance and regulation from the Federal and State Governments regarding use of e-mobility devices would be welcomed.

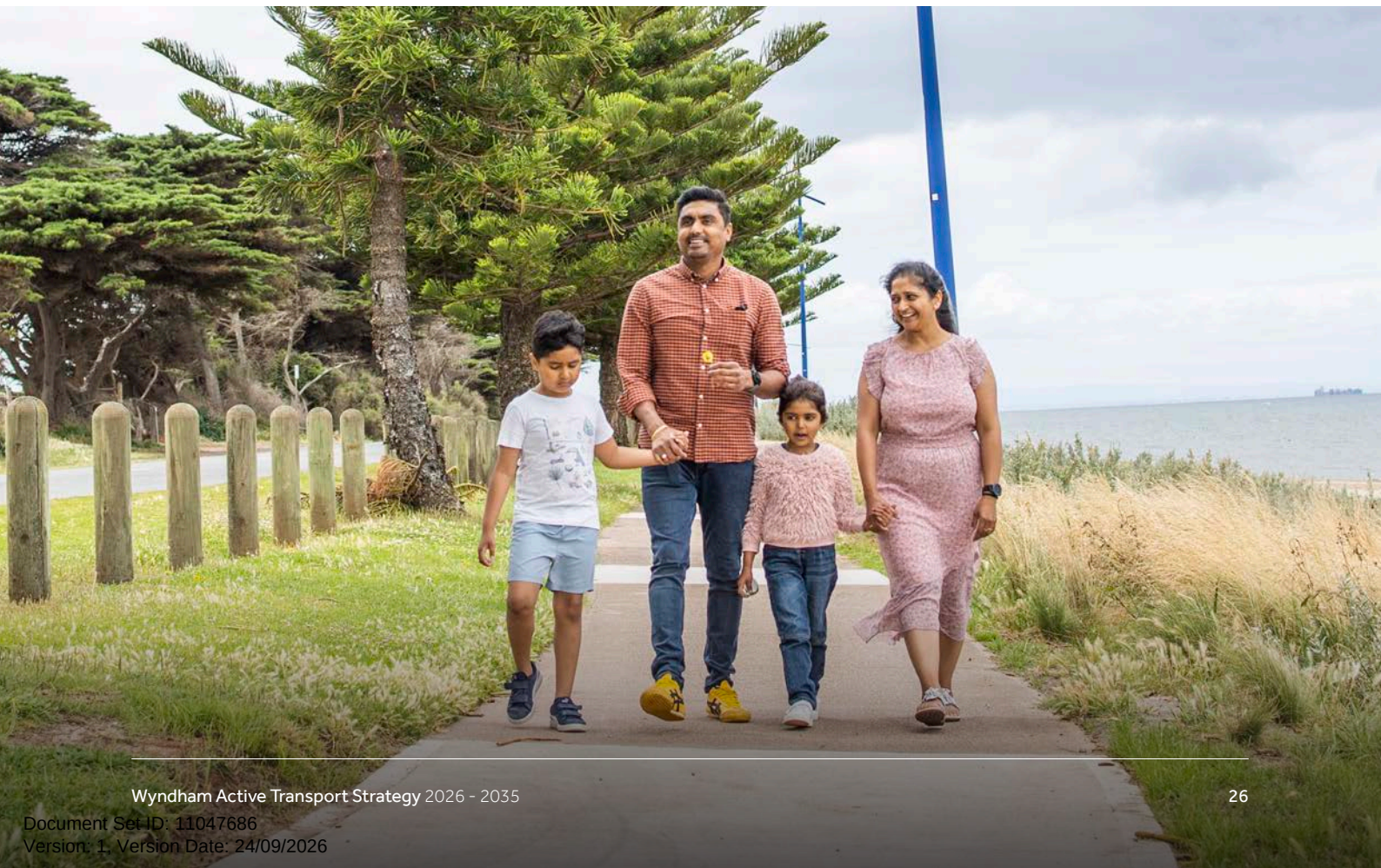
E-bikes with the following characteristics are illegal to ride on public roads:

- Toggle switches which allow the bike to override the legal power and wattage limits outlined above
- An EPAC which continues to provide motorised power above 25km/h
- Any bicycle with a combined maximum continuous rated power output greater than 250 watts
- A device with no functional pedals
- A bicycle fitted with an internal combustion engine (e.g. petrol powered)

Quotes attributable to Road Policing Assistant Commissioner, Glenn Weir (Aug 2025):

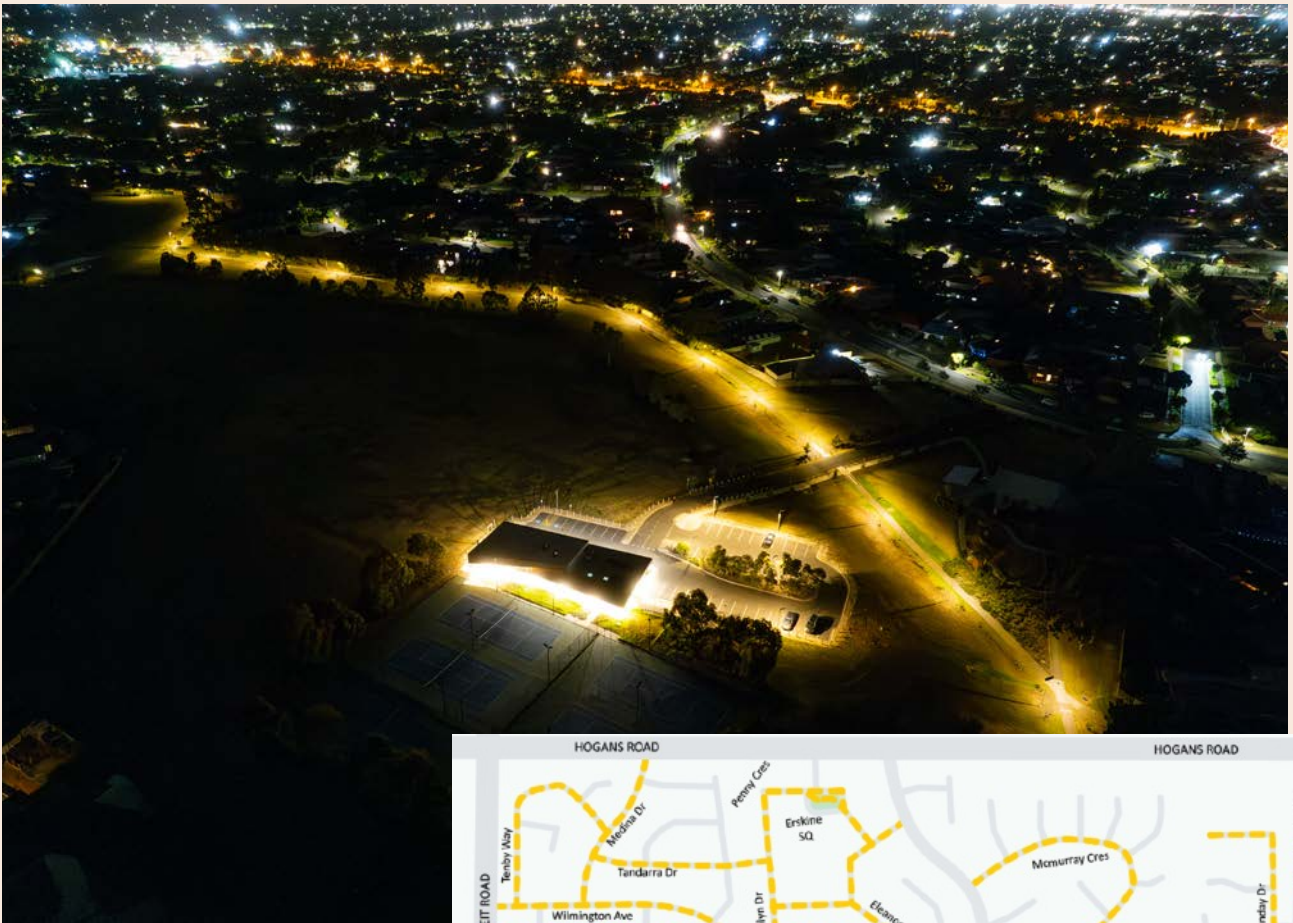
"The increase in e-bike usage has also meant that unfortunately we've seen a rise in road trauma involving these vehicles."

"Nine times out of 10, the e-bikes involved in these collisions are either overpowered, non-compliant or they are not being used in accordance with the road rules."



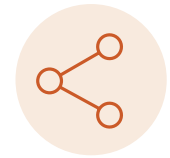
CASE STUDY 1:

Neighbourhood Connections



The completion of 23 additional footpaths in the Cambridge estate, Hoppers Crossing were completed in 2023. The footpath construction, coupled with the installation of 58 solar lights along popular shared paths, not only improves accessibility to public transport, schools, shops, and childcare facilities but also creates a more inclusive neighbourhood for all residents, including those with limited mobility. Moreover, the added solar lighting enhances community safety, ensuring pedestrians and cyclists enjoy clear visibility during nighttime activities.





Supporting other Council Strategies/Plans

Support actions/goals related to Active Transport in other Council Strategies/Plans

There are a range of actions undertaken across Council guided by Strategies/Plans that include an active transport component, which aligns with the WATS objectives and goals. For example, active transport can be part of proposed improvements to important parts of Wyndham like the coast, along waterways or within a town centre (see Map 3). Works across Council can at times be directly

linked to supporting active transport like road upgrades improving pedestrian access, or it can indirectly support through the street tree program providing additional shade over paths.

WATS will support the diverse range of actions/goals across Council that will lead to improvements to active transport and travel. Delivering projects in a coordinated manner reduces the overall cost of infrastructure by avoiding rework and reconstruction.

Map 3 Werribee City Centre – Active Transport Access and Movement

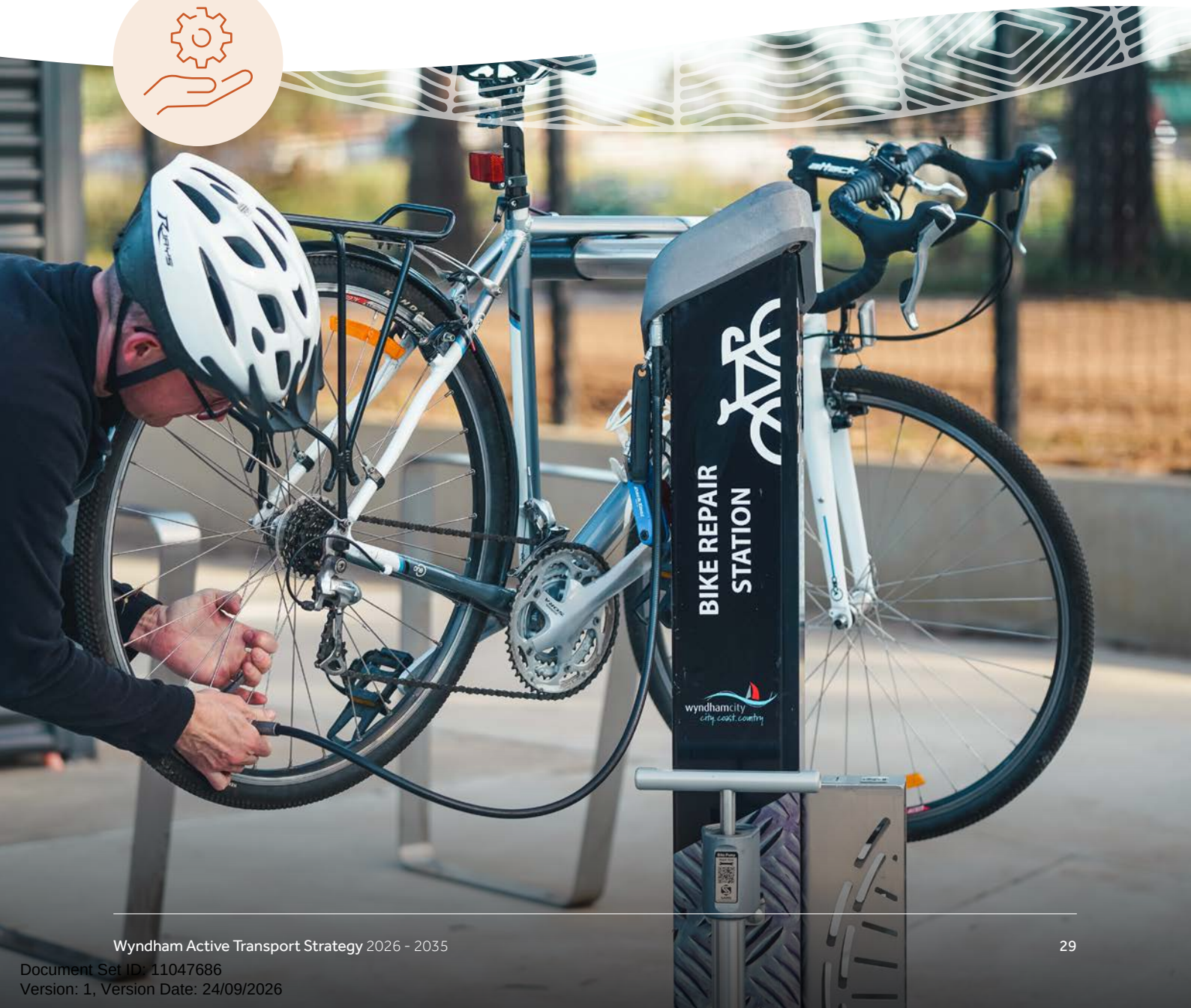
Figure 13 Access and Movement (Active Transport)



Infrastructure Projects

Objective 2: Active transport infrastructure meets the needs of all people within Wyndham.

Target 2: Annual reporting on the new and upgraded paths and alternative school crossings implemented.



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 increase¹⁰. Infrastructure provision is a priority because, without improvements, the network will remain incomplete and less attractive to use.

"Generally, the countries with the best existing bicycle infrastructure continue to show growth, while areas with low bicycle use, infrastructure, and awareness (and often high car dependency) show slower growth in cycling levels."

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 pedestrians¹³. 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.

"Generally, the countries with the best existing bicycle infrastructure continue to show growth, while areas with low bicycle use, infrastructure, and awareness (and often high car dependency) show slower growth in cycling levels."¹¹

"Lighting has a significant impact on orientation, security and visual quality at night" – Victoria Walks ¹²

¹⁰Transit Cooperative Research Program (2012), 'Pedestrian and Bicycle Facilities', Report 95, pg. 16–29, National Academy of Sciences, Washington.

¹¹Jacob Mason, Lew Fulton, Zane McDonald (2015), 'A Global High Shift Cycling Scenario', p 20 <https://www.itdp.org/wp-content/uploads/2015/11/A-Global-High-Shift-Cycling-Scenario_Nov-2015.pdf>.

¹²Victoria Walks Inc (2018) "Pedestrian Infrastructure", Melbourne, <www.victoriawalks.org.au/pedestrian_infrastructure> date visited 2 July 2018

¹³Mantilla, J. and Burt, D. (2016) "Safer Road Design for Older Pedestrians", Victoria Walks, Melbourne. Version 1.1. August 2016 and Victoria Walks Inc (2015) "Shared Paths – the issues" Victoria Walks, Melbourne. Version 3.0. March 2015

Council Projects



Ensure that Council projects incorporate improvements to active transport infrastructure.

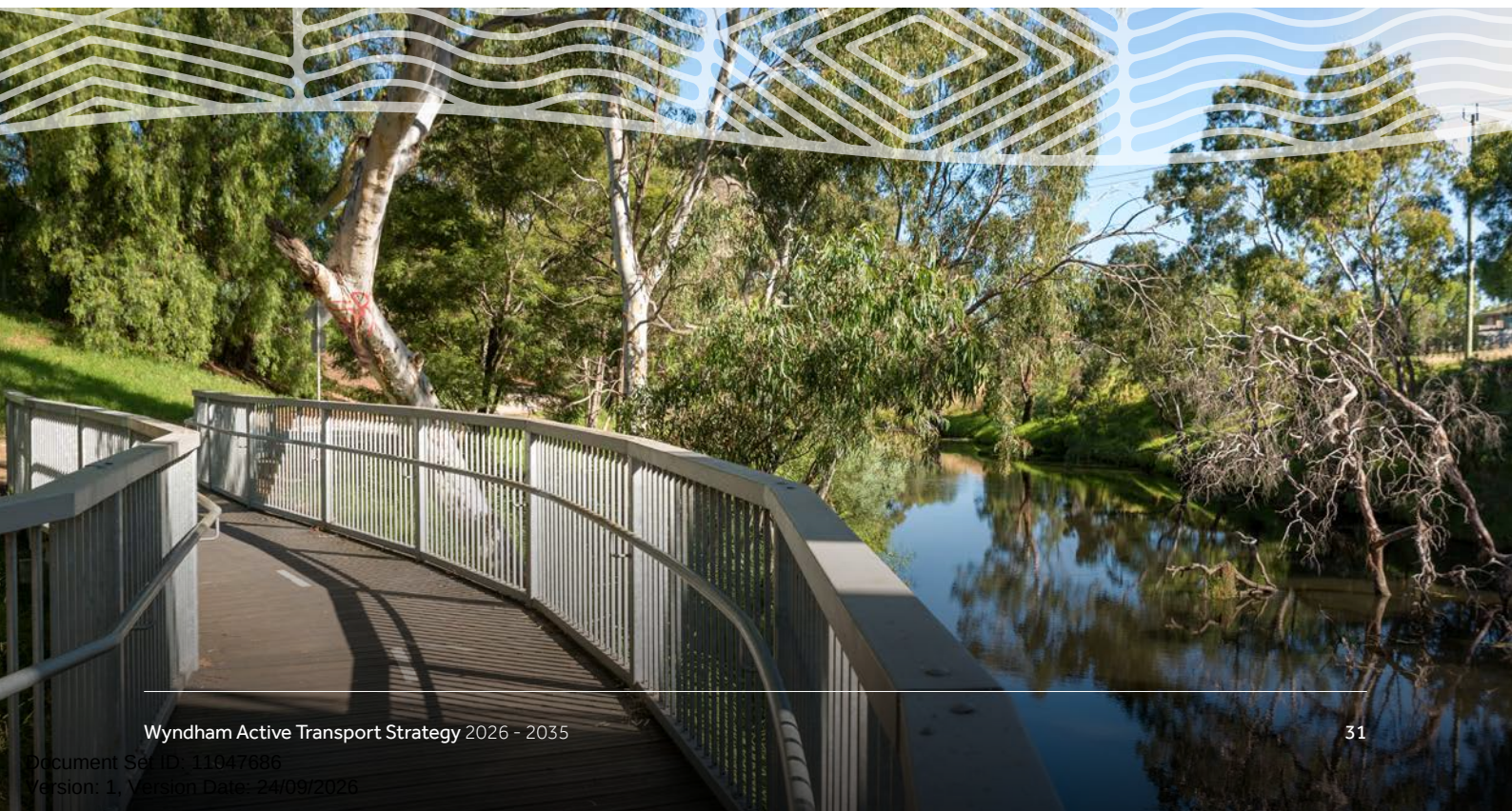
Planning and delivering an improved standard of active transport infrastructure enables Council to demonstrate its commitment to active travel. Opportunities will arise to incorporate improvements as part of the broader capital works program to deliver active and passive open space, community facilities, strategic redevelopment sites, roads and paths. These improvements are not limited to paths but can also include a wide range of supporting infrastructure such as seating, repair stations, signage and end of trip facilities.

Opportunities include:

- In new Council buildings through the Wyndham Sustainable Infrastructure Framework (which has minimum requirements for bike parking and end-of-trip facilities at Council buildings).
- Incorporating the use of low carbon concrete when constructing or upgrading new paths, is one way to support Wyndham to be a green and sustainable community.
- The delivery of active transport infrastructure improvements helps to make Wyndham more resilient to the impact of disruptions that have and will continue to occur.

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.

Action 1.4 (Network Planning) will identify opportunities in the development of the annual and long-term capital works program to incorporate improvements to active transport infrastructure.



School Crossings

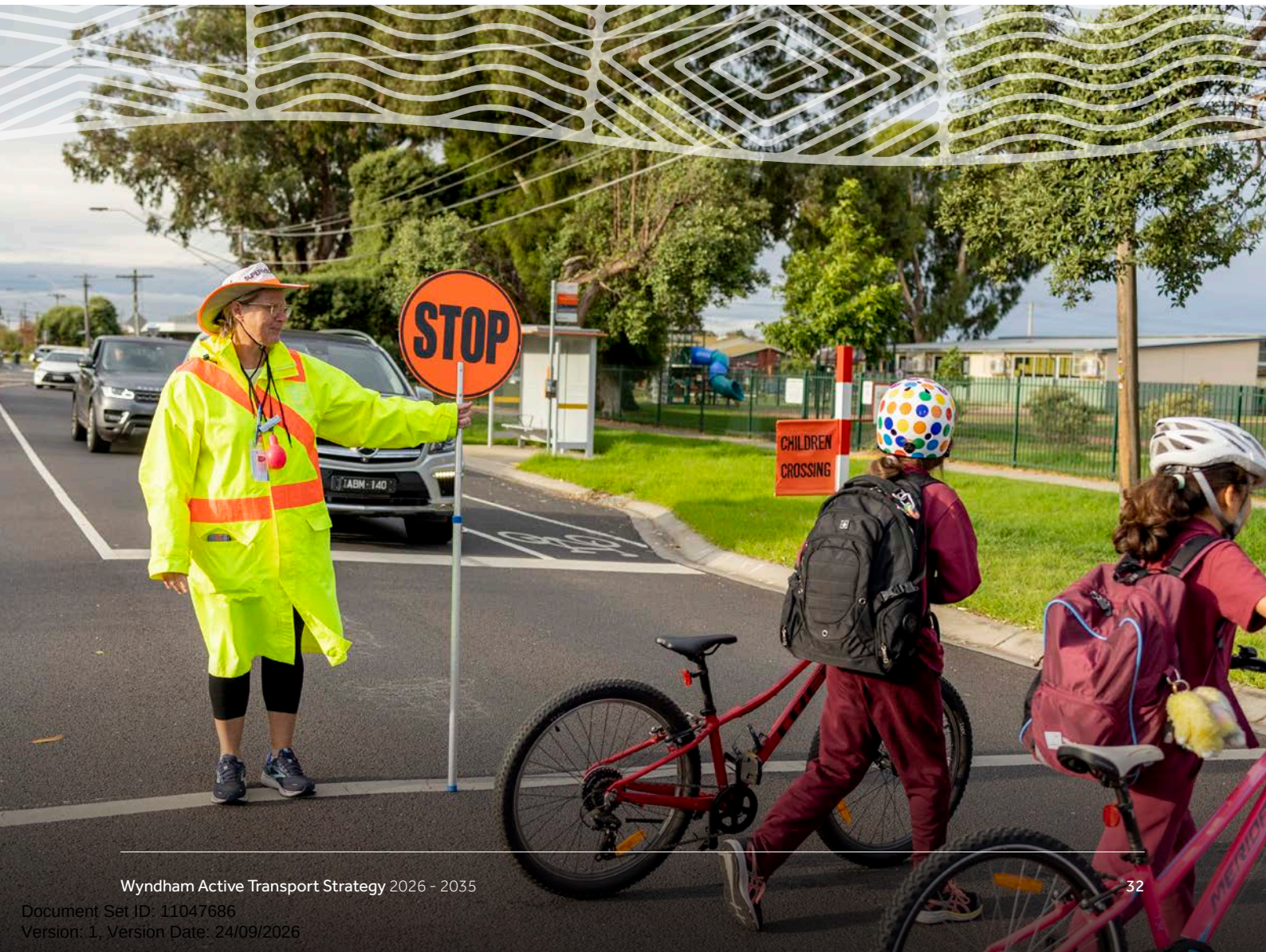


Explore alternative school crossing options using the safe-system approach and in line with the DTP School Crossing Risk Assessment Framework.

School crossings are important to support safer active transport to/from schools. This action is to explore what alternative infrastructure can be used to reduce safety risks and potentially lessen the need for school crossing supervisors when deemed appropriate. While supervised crossings do have a role in fostering safer travel behaviours among children, they cannot replace the need for well-designed crossings and infrastructure. There

is also the inherent safety risk to school crossing supervisors whenever working around traffic and when working alone in the community. A Perth case-control study found that pedestrian injuries were more closely linked to road conditions than to the presence or absence of a crossing supervisor.

Engineering interventions can help create safer environments, reducing the need for constant human oversight and delivering sustainable road safety outcomes. The type of school crossing required to provide safe crossings in accordance with best practice, will need to be considered on a case-by-case basis.





Missing Links Program

Complete the gaps in the Wyndham managed active transport network.

A key aim of this strategy is to complete the gaps in Wyndham's active transport network, to encourage walking and cycling and to minimise barriers for people with limited and restricted mobility. This action will use the Network Planning (Action 1.4) to undertake the detailed planning required to be as close to shovel ready as possible, for when funding opportunities arise.

The aim is to spend 100% of active transport program budget each financial year so that maximum progress is maintained on completing the gaps in the network.

This program is building an active transport network through three work streams:

- *Higher Order Paths:* These are generally more complex to deliver and can include infrastructure such as bridges. We have also identified high-priority major path gaps through feedback from our community and opportunities to incorporate upgrades as part of other infrastructure projects (see Case Study 2). Planning and construction are subject to the degree of complexity and available resourcing.

This includes upgrading the Federation Trail as part of the Greening the Pipeline Project and extending the Werribee Bay Trail.

- *Neighbourhood Paths:* through our Neighbourhood connections program, we are constructing new footpaths within a local neighbourhood area (see Case Study 1). For each resident, these benefits go far beyond new paths. Each new path connection means safer routes to schools, shops, parks and transport hubs. It represents easier access for people with disabilities, parents with prams and older residents. This results in each household being given a real choice in how they move around their community.
- *Our regular footpath upgrade program:* continue ongoing maintenance of footpaths throughout Wyndham to help us achieve our vision of safe, accessible and connected neighbourhoods.

"The footpaths should be constructed as soon as possible for many reasons. Currently, residents who require walking sticks, walking frames, wheelchairs and motorised scooters avoid Dunbarton Avenue to access the D1 Drain Reserve and the Woodville Park Shopping Centre. My friend who is severely disabled by polio is forced to drive the short distance from her place to mine as she cannot walk safely along Dunbarton Avenue."

- Resident from Hoppers Crossing

Guidance for retrofitting footpaths

Throughout Wyndham there are streets with no footpaths and 'through' streets with a path on one side only. Council officers will investigate the need to retrofit footpaths in these urban areas.

The main criteria to be considered in deciding what side/s 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, with the opposite side of the road potentially having 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. **However, the priority must be to create access to an integrated footpath network that caters for all ages and abilities.**

CASE STUDY 2:

Higher Order Paths – Skeleton Creek

A new three-kilometre concrete path extends from the bridge over Skeleton Creek near Sunflower Walk to the Hobsons Bay Council municipal boundary near Winter Way. This replaced the previous gravel track with a smooth, durable surface that's perfect for all ages and abilities.

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.

Ongoing 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.

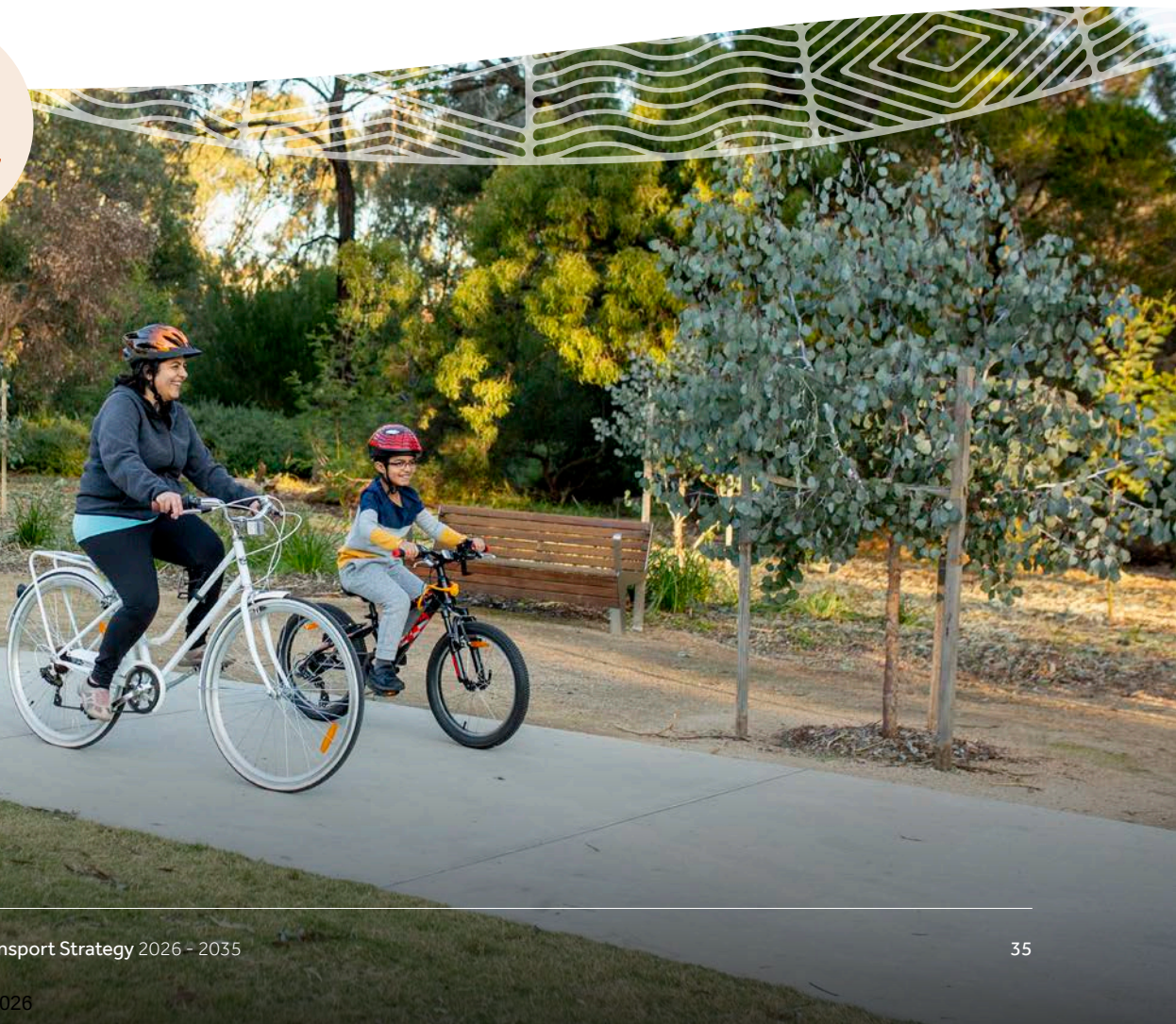


Council works will continue to focus on improving connections in the community to enable residents to access what is important to them.

Education, Promotion & Communication

Objective 3: Wyndham residents have access to information on smarter, healthier, more environmentally sustainable travel choices through education, promotion and communication.

Target 3: Annual reporting on the active travel education, promotion and communication activities undertaken.



Why is this a priority?

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 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 behaviours¹⁶. 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.

Education, Promotion and Communication are critical components to increasing mode share toward cycling."¹⁵

¹⁵Infrastructure Australia (2009), 'Cycling Infrastructure for Australian Cities: Background Paper', p2, Australian Government, Sydney. <http://infrastructureaustralia.gov.au/policy-publications/publications/files/Cycling_Infrastructure_Background_Paper_16Mar09_WEB.pdf>

¹⁶Source: University of New South Wales (2008), 'A Virtuous Cycle: Safety In Numbers For Bicycle Riders' ScienceDaily <www.sciencedaily.com/releases/2008/09/080903112034.htm>



Active Travel to Schools Program

Continue to support and enhance the Active Travel to School Program.

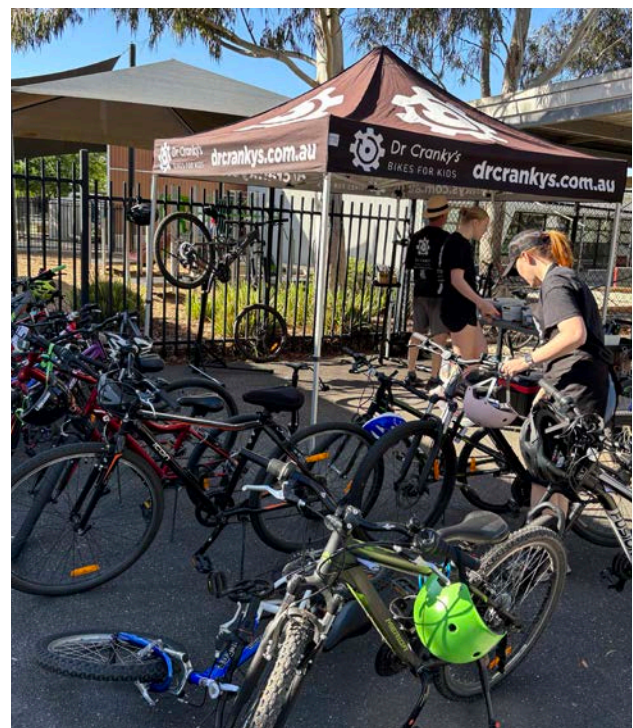
Behaviour change programs focused on schools can provide opportunities for increasing the active transport mode share, as driving to school has a significant impact on peak hour traffic and safety around schools. Active travel during childhood can positively influence transport choices later in life.

'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.

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.

"The bike maintenance morning was a hit with students; they were able to talk to their parents about what needed to be fixed on their bikes" - Teacher



CASE STUDY 3:

Wyndham Active Travel to School Program



Council is dedicated to assisting schools to implement Active Travel at their schools. The support that can be provided includes:

- Implementing path decals/spray painting
- Reviewing infrastructure
- Reviewing suitable paths and providing recommendations for "Park & Walk"
- Information for dissemination to parents/guardians

Junior Active Travel Leader:

Adapted from a UK model, 2-3 students from Grades 4-6 attending a participating school are selected to be a Junior Active Travel Leader (JATL).

The student and their parent/guardians agree to actively travel at least 2-3 days per week (illness and weather permitting). Currently the selected JATL students choose from a selection of 2nd hand upcycled bikes. They are provided with 2 x 2-hour sessions to learn how to maintain and fix their bike. These sessions are delivered by qualified contractors. Students gain skills in bike maintenance and confidence in being able to support their peers with minor bike repairs.

Action 3.2



Explore Opportunities to Incorporate First Nations Cultural Heritage

Work in partnership with Traditional Owner groups to respectfully include signage or signposting that acknowledges the land being used for paths and trails.

Wyndham recognises and pays respect to the Traditional Owners of land on which the municipality is located, the Bunurong and Wadawurrung peoples. There is an opportunity to further recognise Wyndham's First Nations community and Wyndham's Reconciliation Action Plan (RAP) provides guidance for respectful acknowledgement and engagement with Traditional Owners.

An identified action in the current Wyndham Reconciliation Action Plan is to incorporate First Nations place names, languages and cultural heritage information. We will use this principle to identify opportunities on selected paths. Consultation and engagement with Registered Aboriginal Parties will be required to identify stories, locations, and the preferred treatments for incorporating the information along the paths. The aim is to provide information to path users about First Nations peoples and their connection to Country.

CASE STUDY 4:

K-Roads Cliffs – Interpretive Signage

Interpretive signage exploring living Aboriginal cultural themes has recently been installed as part of upgrade works at the K Road Cliffs. Officers worked with Bunurong Land Council representatives over two years to tell the Aboriginal story of the site.

The signs include a cultural history acknowledgment and explore the themes of water, birds and caring for Country from an Aboriginal perspective. The signs also explore local European settlement, geology and plants. The signage set is installed along the Cliff Top Walking Path and aims for the stories of the site to unfold as visitors move between the three new viewing platforms.



The project is the first of several planned for the Wyndham coastline and Werribee River, where the opportunity to gain knowledge and better understand Aboriginal values and perspectives is integrated into site upgrade works through interpretive signage.

Action 3.3

Maps



Continue to develop and maintain online map/s 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.

An online link to the network map is in Appendix A. It provides a high-level snapshot of the existing main network of shared paths and cycle paths in Wyndham. This map will continue to be added to over time as more existing paths are able to be mapped.

Online maps can be a useful tool for providing detailed active travel information that is relevant for individual users. Online map/s will be regularly updated as the path network is improved and expanded upon to assist with wayfinding and journey planning.

Action 3.4

Innovation



Watching brief of emerging trends, innovations and legislative changes in active transport.

Community feedback¹⁷ showed that 22% of respondents thought that the aspect of Wyndham that can be most improved by technology was transport and congestion.

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 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.

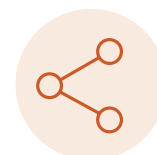
Micromobility is growing in popularity globally, as people look for more innovative and efficient ways to move around cities and communities. Micromobility includes the use of e-bikes and e-scooters and other personal mobility devices, to travel short distances around cities, often to and from another 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. There are clear safety and conflict issues that must be resolved between the users of micromobility devices and other modes of active transport, and vehicles. Council will support State Government safety campaigns in relation to e-rideable rules, safe behaviour and purchasing.

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.

¹⁷Wyndham Smart City Strategy 2019-2024, Wyndham City Council, accessed < <https://www.wyndham.vic.gov.au/about-council/smart-wyndham/smart-city-strategy> >.

Actions

The Network



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

Target 1: Maintain or increase the annual community satisfaction survey results on the provision and maintenance of footpaths and shared trails.

Action number	Action	Who	Timeframe
1.1	Monitor Active Transport demand and use through targeted 'geofence' data collection of selected major paths to identify demand and use.	Lead: Transport and Sustainability	Ongoing
1.2	Undertake targeted audit/s and upgrade/s to the regulatory and wayfinding signage.	Lead: Transport and Sustainability	Ongoing
1.3	Utilise the Movement & Place framework to assess activity intense areas to improve interactions between pedestrians, cyclists, and other transport modes.	Lead: Transport and Sustainability Supporting: Urban Design and Catalyst Projects	Ongoing
1.4	Continue to plan and prioritise completion of the gaps in the Wyndham managed active transport network.	Lead: Transport and Sustainability	Ongoing
1.5	Support and advocate for a safer and accessible active transport network.	Lead: Transport and Sustainability Supporting: Strategy & Stakeholder Engagement, Community Strengthening and Inclusion	Ongoing
1.6	Support actions/goals related to Active Transport in other Council Strategies/ Policy	Supporting: Transport and Sustainability	Ongoing

Infrastructure Projects



Objective 2: Active transport infrastructure meets the needs of all people within Wyndham.

Target 2: Annual reporting on the new and upgraded paths and alternative school crossings implemented.

Action number	Action	Who	Timeframe
2.1	Ensure that Council projects incorporate improvements to active transport infrastructure and supporting infrastructure.	Lead: Transport and Sustainability Supporting: Landscape Design & Open Space Planning, Roads & Maintenance, Facilities & Assets, Project Management Office	Ongoing
2.2	Explore alternative school crossing options using the safe-system approach and in line with the DTP School Crossing Risk Assessment Framework.	Lead: Transport and Sustainability	Ongoing
2.3	Complete the gaps in the Wyndham managed active transport network.	Lead: Transport and Sustainability Supporting: Landscape Design & Open Space Planning, Roads & Maintenance, Planning & Building, Facilities & Assets	Ongoing

Education, Promotion and Communication



Objective 3: Wyndham residents have access to information on smarter, healthier, more environmentally sustainable travel choices through education, promotion and communication.

Target 3: Annual reporting on the active travel education, promotion and communication activities undertaken.

Action number	Action	Who	Timeframe
3.1	Continue to support and enhance the Active Travel to School Program.	Lead: Transport and Sustainability	Ongoing
3.2	Work in partnership with Traditional Owner groups to respectfully include signage or signposting that acknowledges the land being used for paths and trails.	Lead: Transport and Sustainability Supporting: First Nations	Ongoing
3.3	Continue to develop and maintain online map/s and information materials to communicate active travel options in and around Wyndham.	Lead: Transport and Sustainability	Ongoing
3.4	Watching brief of emerging trends, innovations and legislative changes in active transport.	Lead: Transport and Sustainability	Ongoing

Appendix A

- Maps

Key paths are identified on <https://www.wyndham.vic.gov.au/services/sports-parks-recreation/active-wyndham/bike-paths-and-walking-trails> and show much of the existing network, smaller isolated sections of paths are not included. Online mapping will be updated over time.

Please note that, while we make 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

Appendix B - Opportunities for infrastructure improvements

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 (TGSIs) are essential for increasing the safety, efficiency and convenience of vision impaired pedestrians. Note: TGSIs should be installed in accordance with recognised guidance
- Quality of surfaces and detailed design (refer to Safer Road Design for Older Pedestrians)

Appendix C – Government Responsibility for Active Transport

Active Transport policy in Wyndham is influenced by all levels of Government. Set out below are key documents to be considered when implementing the Wyndham Active Transport Strategy. Updated versions or new documents may supersede these overtime.

Federal & State	Regional & Local
Federal • Austroads Guides • Australian Infrastructure Plans and Infrastructure Priority Lists • Australian Standards • National Charter of Integrated Transport and Land Use Planning 2003 • National Cycling Strategy • National Light Pollution Guidelines for Wildlife 2023 • National Road Safety Action Plan 2023-2025 • National Road Safety Strategy 2021-2030 • 2022 Review of Disability Standards for Accessible Public Transport State • Disability Discrimination Act 1992 • Infrastructure treatments, including: – Design Guidance for strategically important cycling corridors – Guidance on Pedestrian and Cyclist Treatments at Roundabouts – Guidance on Treating Bicycle Car Dooring Collisions – Shared Path Audit Guidelines – Traffic Engineering Manual (TEM) Volume 2 and 3 • Manual for Road Design • Movement and Place in Victoria • Open Space for Everyone • Pedestrian Access Strategy 2010 • Plan for Melbourne • Precinct Structure Plans • Road Management Act 2004 • Transport Integration Act 2010 • Victoria's Active Transport Plan 2026 • VicRoads – Bicycle Infrastructure Design standards and guidelines • Victorian Cycling Strategy 2018-2028 • Victoria Road Safety Strategy 2021-2030 • VPA - Engineering Design and Construction Manual	Regional • Western Metropolitan Region Trails Strategic Plan 'West Trails' • Western Melbourne Transport Strategy Local • Active Wyndham Strategy 2026-2031 • Aged and Disability Service Access Policy • Council Plan (incorporating the Municipal Public Health and Wellbeing Plan) 2025-29 • Early Years Plan 2013-2017 • Environmentally Sustainable Design Framework • Municipal Strategic Statement • Play Space Strategy 2030 • Resilient Wyndham 2021-2025 • Road Management Plan 2021 • Road Safety Strategy and Action Plan 2022-2032 • Smart Cities Strategy • The Wyndham Plan 2025 • Tree and Urban Forest Policy 2021 • Werribee River Shared Trail Strategy 2013 • Wyndham Accessibility and Inclusion Plan 2023-2025 • Wyndham Bay Trail - Shared Path Alignment Study • Wyndham City Gender Equality Action Plan 2021-2025 • Wyndham Coastal and Marine Management Plan 2020-2025 • Wyndham 2050 Community Vision • Wyndham Integrated Transport Strategy 2023 • Wyndham Open Space Strategy 2045 • Wyndham Planning Scheme • Wyndham Reconciliation Action Plan • Wyndham Urban Framework Plan • Youth Plan 2013-2017

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
DTP	Department of Transport & Planning
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
RAP	Reconciliation Action Plan
SWC	Strategic Walking Connections
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 Act 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 2026-2035
WITS	Wyndham Integrated Transport Strategy - Refresh 2023

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.

Electrically power-assisted cycle (EPAC)

Have:

- At least one auxiliary propulsion motor
- A maximum continuous rated power of 250 watts
- A motor that provides power assistance when the rider is pedalling, and only up to 25km/h
- A motor that does not provide power at speeds higher than 25km/h
- They cannot be propelled by a throttle (except up to 6km/h – sometimes referred to as “walk mode”)

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 everyone. This includes those who walk with a mobility aid, a wheelchair or a motorised mobility device.

Power-assisted bicycles (with a power output of 200 watts or less):

- Must not produce a combined maximum ungoverned continuous rated power output of more than 200 watts
- Due to their lower power output these bicycles have less stringent requirements compared to an EPAC, and exist primarily to allow legacy devices

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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