



July 2026

Active Transport Strategy: Community Engagement Report

Engagement overview

The Active Transport Strategy has supported the planning and investment in walking, cycling and other active transport options across Wyndham since 2020. Reviewing and updating the strategy helps ensure we continue to deliver the best outcomes for our growing community while building on what has already been achieved.

The strategy aims to improve connections and create paths that are attractive, accessible and easy to navigate for people of all ages and abilities to walk, cycle and scoot to school, work and local destinations.

Community engagement ran from Thursday 28 May to Sunday 28 June 2026. As part of the engagement, an online survey was available on The Loop. Participants were asked to select and rank their top priorities (a minimum of 3) from a list of 15 common active transport activities and amenities. The findings from this survey have been summarised below.

At the end of this report is a breakdown of those that participated in the online survey (Appendix 1) along with a full transcript of the raw, deidentified and unedited responses to the survey (Appendix 2).

How did the community get involved?

	66 survey contributions		840 page views on The Loop page
	701 total visitors to The Loop page		93 Downloads of the Wyndham Active Transport strategy 2026-2035 Draft

Online promotion	A range of advertisements were run via social media. These included a mix of paid and organic advertisements. • Reach: 25,007 • Engagement: 742 link clicks • 327 Landing page views
Other communication activities	• News Article • Stakeholder distribution via Council e-newsletters and direct emails.

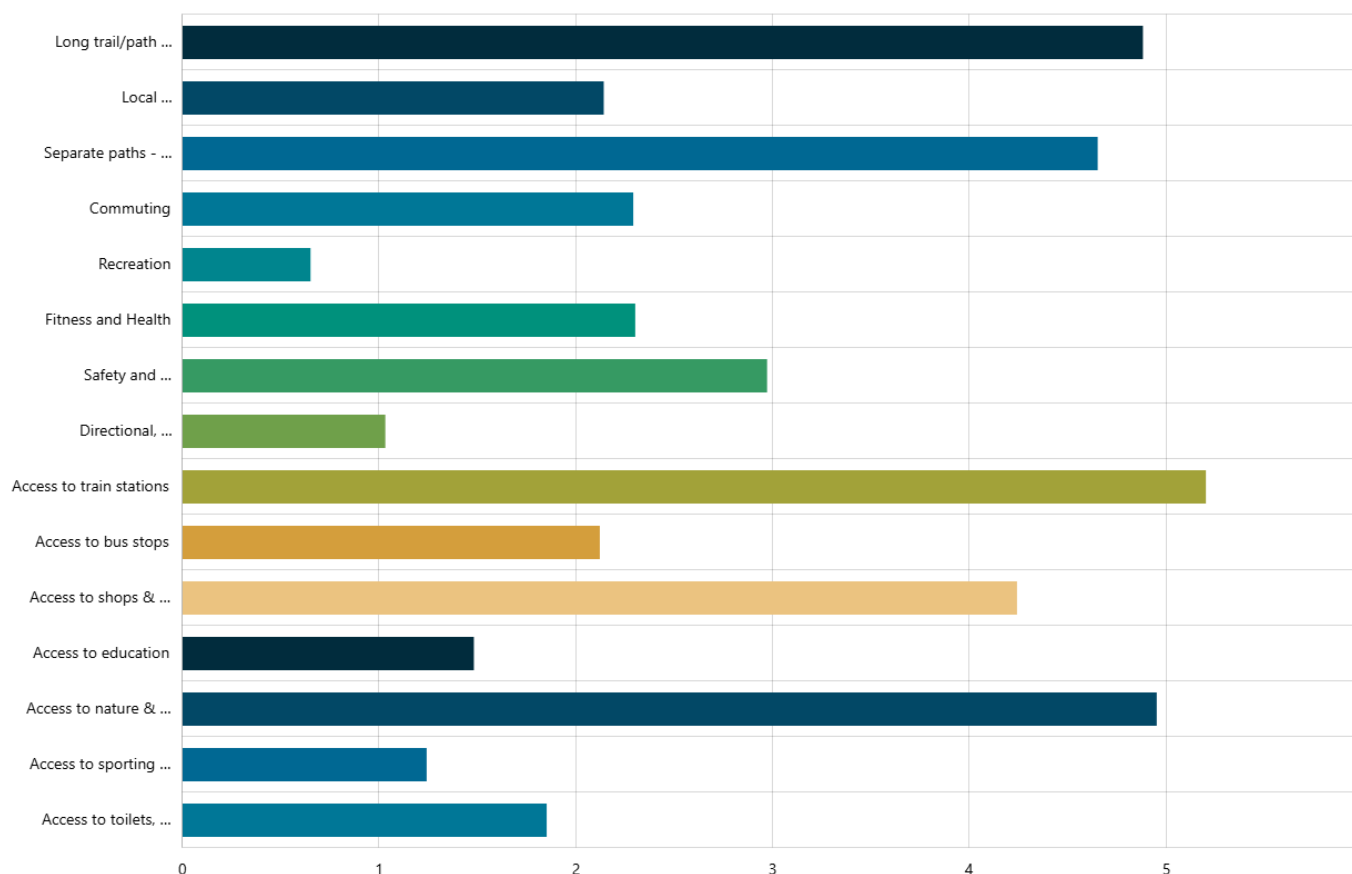
What did we hear?

Council received a total of **66** survey responses.

The survey included two related questions that asked respondents to nominate their top three priorities from a list of fifteen common activities or amenities. The third question repeated the same list but was directed specifically at respondents who identified as cyclists. This approach ensured that any differences in priorities between pedestrians and cyclists could be captured, rather than assuming both groups would value the same outcomes.

The below highlights the feedback received via The Loop online survey during the engagement process.

Question 1: As a Pedestrian - Rank what is important to you?



Name	Average ranking	Weighted Average	Overall Score
Access to train stations	1.71	14.29	5.20
Access to nature & waterways	1.78	14.22	4.95
Long trail/path connections across Wyndham	2	14	4.88
Separate paths - pedestrians & cyclists/e-scooters	2.05	13.95	4.65
Access to shops & services	2	14	4.24
Safety and Accessibility (all ages & abilities)	2	14	2.97
Fitness and Health	2.18	13.82	2.30
Commuting	2.27	13.73	2.29
Local neighbourhood connections	1.9	14.1	2.14
Access to bus stops	2	14	2.12
Access to toilets, seats & water fountains	2.44	13.56	1.85
Access to education	2	14	1.48
Access to sporting ovals & parks	2.33	13.67	1.24
Directional, Distance & Information signage	2.4	13.6	1.03
Recreation	1.67	14.33	0.65

***NOTE:** Respondents were asked to rank a minimum of three priorities. The **overall score** was calculated using both the average ranking and the weighted value of each response.

Question 2: Do you cycle?

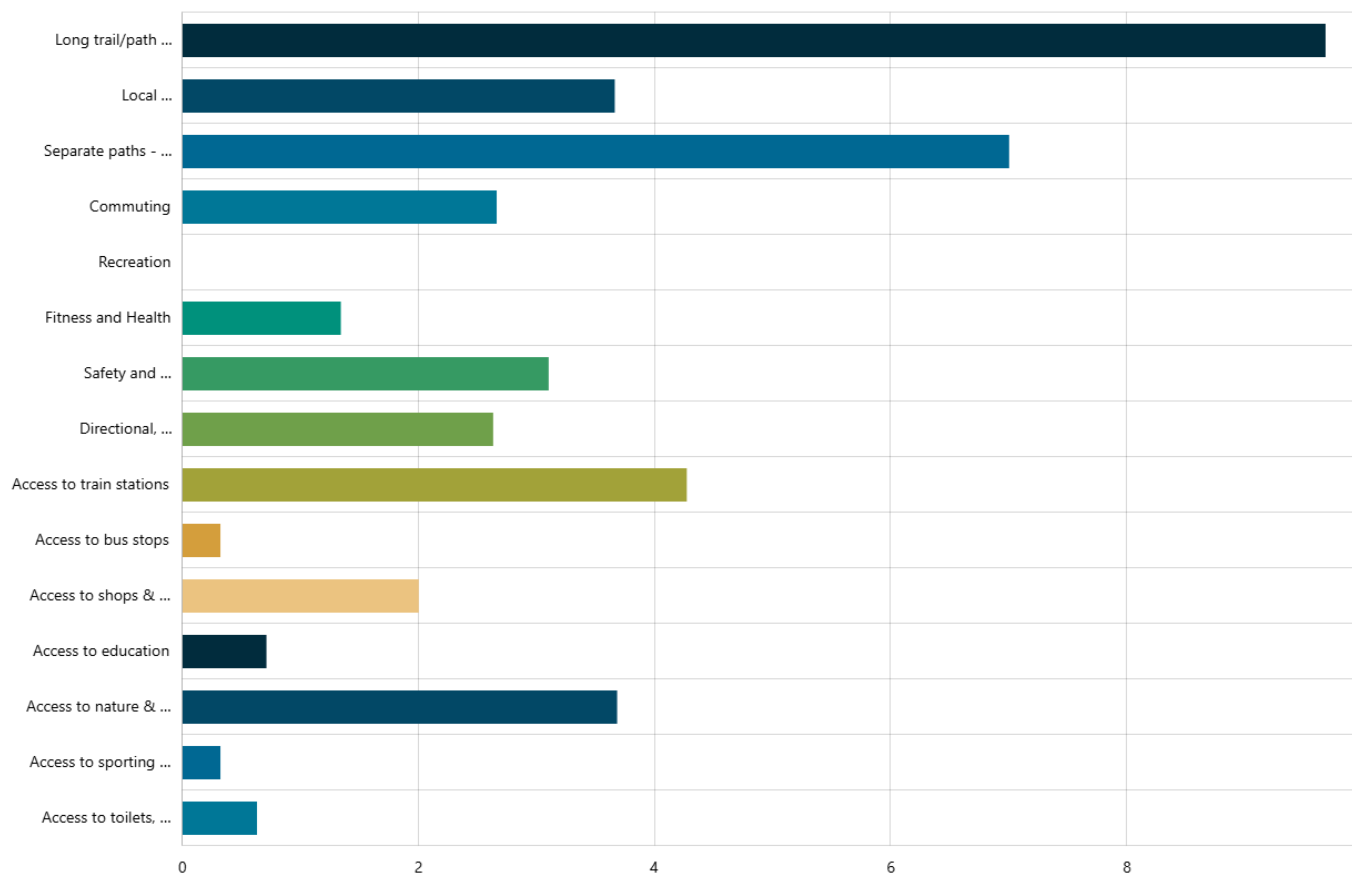


Yes – 73% (41 responses)



No – 27% (15 responses)

Question 3: As a Cyclist - Rank what is important to you?



Name	Average ranking	Weighted Average	Overall score
Long trail/path connections across Wyndham	1.82	14.18	9.68
Separate paths - pedestrians & cyclists/e-scooters	1.65	14.35	7.00
Access to train stations	1.42	14.58	4.27
Access to nature & waterways	2.27	13.73	3.68
Local neighbourhood connections	2.36	13.64	3.66
Safety and Accessibility (all ages & abilities)	1.89	14.11	3.10
Commuting	2.38	13.63	2.66
Directional, Distance & Information signage	2.5	13.5	2.63
Access to shops & services	2.33	13.67	2.00
Fitness and Health	2.25	13.75	1.34
Access to education	1.5	14.5	0.71
Access to toilets, seats & water fountains	3	13	0.63
Access to bus stops	3	13	0.32
Access to sporting ovals & parks	3	13	0.32
Recreation	0	0	0

***NOTE:** There was a total of 41 responses to this question. Respondents were asked to rank a minimum of three priorities. The overall score was calculated using both the average ranking and the weighted value of each

Question 4: Is there anything else you would like to share with us about the Active Transport Strategy?

A total of **52** responses were received for this question. A full transcript of the raw, deidentified and unedited feedback is provided in Appendix 2.

Five key themes were identified, with some responses relating to one or more themes.

Theme	Percent	Count
Theme 1 – Connected and Safe walking and cycling networks This theme included a strong demand for continuous, well-connected walking and cycling routes. • Current network seen as fragmented, with paths that stop abruptly or fail to link key destinations (schools, stations, shops, parks). • Desire for strategic planning (maps, apps) to make the network usable for everyday travel, not just recreation. Specific gaps noted between suburbs (Tarneit, Manor Lakes, Werribee, Point Cook) and to regional transport (e.g., Deer Park).	40%	21
Theme 2 – Safety and User conflicts This theme includes significant safety issues across multiple dimensions: • Busy road crossings and lack of safe crossings • Conflicts between users (cyclists vs pedestrians, e-scooters). • Concerns for children, elderly users and families • Traffic hazards (cars reversing quickly, poor driver behaviour, unsafe on-road bike lanes). • Environmental risks (poor visibility, flooding paths, uncontrolled dogs, long grass, snakes). There is a strong preference for off-road, protected infrastructure.	37%	19
Theme 3 – Quality, Accessibility and All-season Infrastructure This theme placed significant importance on including and/or high-quality infrastructure. • Wider or separated paths for different users • Accessibility and inclusive designs for elderly, children, and people with disabilities. • Need for better lighting (especially winter/dark conditions), including solar lighting. • Improved maintenance (flooding and unsafe surfaces). • All-weather bus stops	54%	28

Theme	Percent	Count
Theme 4 – Integration with Public Transport and Supporting Amenities This theme called for greater integration between active and public transport and/or to make active transport a viable alternative to driving. • Safer, direct access to train stations and bus stops • Improved bus reach, shelters and service coverage. • Repair stations and water access • Rest areas, toilets, drinking fountains • E-bike/e-scooter charging points • Interactive maps/apps showing routes, parking, and connections.	38%	20
Theme 5 – Planning for Growth, Health and Sustainable Communities This theme emphasised the need for the strategy to support Wyndham’s growing population through long-term planning and investment. • Opportunity to reduce traffic congestion • Improve health and wellbeing • Encourage suitable travel and increase access to parks • Anticipate future demand rather than responding to existing needs	19%	10
*NOTE: There was a total of 52 responses to this question. The count and percentage in this table are greater than that total, which reflects the fact that many responses relating to one or more themes.		

Next steps

Community feedback will be used to help shape the next phase of design.



For more information on this project, please contact
PlanningandLiveabilityAdministration@wyndham.vic.gov.au

Appendix 1: Who did we hear from?

The below highlights only those that completed the survey during our engagement via The Loop. It does not include those that did not meet the Community Group key criteria.

Gender	%	Count
Female	39.39%	26
Male	57.58%	38
Prefer not to say	3.03%	2
Total	100%	56
Suburb	%	Count
Williams Landing	3.03%	2
Point Cook	13.64%	9
Tarneit	10.61%	7
Truganina	12.12%	8
Werribee	24.24%	16
Werribee South	1.52%	1
Hoppers Crossing	12.12%	8
Mambourin	1.52%	1
Manor Lakes	6.06%	4
Wyndham Vale	12.12%	8
Other	3.13%	2
Total	100%	66

Age Group	%	Count
Under 12	0%	0
12-17	0%	0
18-24	7.58%	5
25-34	7.58%	5
35-44	31.82%	21
45-54	21.21%	14
55-64	15.15%	10
65+	16.67%	11
Total	100%	66

Languages	%	Count
English	93.94%	62
Hindi	4.55%	3
Mandarin	4.55%	3
Telugu	4.55%	3
Urdu	4.55%	3
Other	16.67%	11
Total	100%	66

Identity	Yes %	Yes count	No / Prefer not to say %	No / Prefer not to say count
A person living with disability and/or someone caring for a person living with disability	21.21%	14	78.79%	52
An Aboriginal and/or Torres Strait Islander person	3.03%	2	96.97%	64
A person who identifies as LGBTQIA	12.12%	8	87.88%	58

Appendix 2: Feedback from engagement

Below is the raw, deidentified feedback received from **Question 4** of the engagement survey.

Is there anything else you would like to share with us about the Active Transport Strategy?

I endorse the upgrades to footpaths; building those that have been missing, replacing the broken ones and widening the skinny ones.
I also like to see greenery in our community, but with shrubbery overhanging the paths, from properties and council land, quite often the path is of no use. Inappropriate plants, such as Yuccas, try to poke eye out as you pass.

Bus frequency is very less from train station to butterscotch esp

It amazes me that Werribee CBD is not connected to our major tourist hubs such as the zoo, wineries and Werribee South via a bike / walking path. It could follow the river and would be the envy of the state.

Na

To support Council's initiatives around reducing emissions and promoting sustainable transport, I would like to propose the installation of dedicated charging points for e-bikes and e-scooters.

While EV car chargers require substantial investment, providing standard GPO charging points for micro-mobility devices is highly cost-effective and allows for a much wider distribution of infrastructure per dollar spent.

Installing these charging points in scenic recreational areas, such as Point Cook, would offer a dual benefit: it supports eco-friendly commuting and enhances the utility of our beautiful public spaces for relaxing residents. Thank you for considering this practical step toward a greener community.

More lights on bike and pedestrian pathways

I would like to kindly request greater prioritisation of nature and green spaces in the outer west areas of Manor Lakes, Wyndham Vale, West Werribee, and Mambourin. These communities would benefit greatly from receiving the same level of care and investment seen in many eastern suburbs.

At present, several public spaces and pathways in the outer west are affected by broken glass and litter, limited signage, a lack of bus stop shelters, and minimal street lighting. Local creeks also require more consistent maintenance to address rubbish, illegal dumping, and overgrown weeds. Given the council rates contributed by residents, it would be greatly appreciated to see more attention directed toward these rapidly growing neighbourhoods.

Transport and infrastructure improvements are also essential. The outer west would strongly benefit from an additional train station such as the proposed Black Forest station as Wyndham Vale V/Line services are frequently overcrowded. Electrifying the train line would further support the needs of the expanding population.

Road congestion remains a major challenge. During peak hours, it often takes 30-40 minutes just to exit the outer west suburbs and reach the freeways. Improving key roads and traffic flow would make a meaningful difference to residents daily lives.

It would also be highly beneficial to consider dedicated cycling routes connecting the outer west to Geelong and to the CBD via scenic corridors. Safe, well-designed cycling infrastructure similar to what exists in the eastern suburbs and inner city areas would encourage more people to cycle instead of drive, helping reduce congestion while promoting healthier, more sustainable travel options.

These improvements would help ensure the outer west receives the same level of support, liveability, and forward planning expected in a modern, well resourced region.

must be more bus services from truganina to werribee plaza direct!

Prevent stampede and safeguard public health on public transport by adding more trains to the vline in Tarneit; adding more parking spaces to the Williams Landing station. Deploy a bus shed to the bus stop at the corner of the Sayers road and the Forsyth road beside the Forsyth Medical Centre. Allocate land to shift some of the Universities to the Wyndham. Stop hate speeches, end racial vilification of people of colour, enhance the social, educational & economic status of citizens

Cycling around Wyndham has always been challenging. Cyclists are treated like inconveniences to many motorists. There is now the added hazard of youths riding illegally in public spaces on e-bikes, e-scooters, trail bikes and 'hybrid' motorbikes..

The two main gaps in my sphere (Williams Landing) is a bike lane/path along old Geelong road and heaths road to get to the plaza - one of our community's major centres of interest - and a bike lane/path along sayers road between Palmers road and Laverton. My kids are zoned for Laverton P-12 however there are no active transport options for them at all.

Accessibility to train services without affecting road traffic is very important

increase in all weather bus stops; better solar panel lighting on park trails to be accessible in winter months too; wider paths in trails too; adding a bike and extra footpath trail around the coastal park in Point Cook (350 plus hectares of inaccessible parkland currently especially dangerous currently with high grasses and deadliest snakes of Australia, currently).

There are so many disconnected bike paths that can't be used by kids because they don't connect. Eg. Great bike path along heaths Rd, doesn't connect to the wetlands, or the river, or go all the way to plaza or schools. Draw a map and connect up the bike paths so people can actually use them. I'm not sending my kids to ride up Tarniet Rd...

I cycle regularly. Half the bike tracks just stop. Some sure now well lit for riding in winter when it's dark.

The strategy is a good way of keeping the focus on network development and maintenance so encouraging broader use by the community. There are so many areas across Wyndham that we experience different usage objectives eg casual recreational walking/ cyclists using the same shared path of insufficient width or separation to enable both activities to be enjoyed to the optimum. High use areas should be developed as separate use paths etc. with education focus on courteous use and consideration of others.

The one thing that keeps me from using walking paths and even use of general footpaths is the safety concern when i have my kids with me. Often, especially on walking paths people are walking their dogs without a lead and the dogs sometimes come up to me and the kids, i haven't experienced an aggressive dog, thank goodness but i have had dogs lick my kids and we don't like that. I'm always worried about how do i protect both kids if their is an aggressive dog.
on the normal footpaths i am astounded by how quickly reverse out of their driveways. I have had a couple o near misses. More education/encouragement to look out for little ones when leaving your house.

I like the ride along skeleton creek all the way through to Williamstown, also the ride in along the federation trail. What I do notice in Wyndham, is the lack of bike repair stations & water compared to Hobson's Bay council.

Increase connection between Werribee/ Hoppers/ Williams Landing Line to V-Line Services e.g. Deer Park. It's very inconvenient to change bus and different train lines more than one

It needs to happen ASAP

Too many times, I have been forced off a walking path by bicycles and escooters/bikes that fail to indicate that they are coming up behind you. Often they do not have a noise device on their contraption. Those who do indicate often ring a bell - failing to realise that to a senior citizen that might be a bird call.

Please make sure all trails are connected within Wyndham council

If there were more bike tracks in Wyndham, particularly across the busy, large roads like Tarneit, Sayers and Morris Road, it'd be a lot easier to commute without adding to the gridlock traffic. I also think that bike paths through residential areas would be great as most are on the very busy and dangerous main roads where speeds are 60-80km and cars swerve out of their lanes regularly. Safer and more accessible bike paths would benefit the whole community.

Provide a safe bike path for public commute and trail so individuals and families can enjoy traveling on a bike.

Connection of pathways and access for all abilities and ages

Would be good to have an updated online map and/or app that local can access, including links to current community events that can be reachable by maps. Also parking information, where to park, incl number of spaces etc would be great.

I would request removal of on road bike paths and that would promote more people to start cycling

Continuing the great job of connecting cycling/walking paths accross different waterways and to train stations

Convenient bicycle parking at all three Werribee line railway stations that are close to the platforms, undercover and well lit are needed. NOT bicycle parking areas that are a long way from the platforms, ticket office and cafes. NOT bicycle parking in the rain and poorly lit. NOT bicycle parking from where bicycles are easily stolen.

It's a good start. needs a campaign to show possibilities as people default to driving a couple of kms out of habit. People walking their dogs need to be considered separately to pedestrians. often unleashed dogs are a problem for cyclists, school children and elderly.

More lighting along paths so people that need to exercise when its darker can do so safely

Completing links between existing paths should be a priority eg the Kororoit Creek Path

On reviewing the document it is difficult to see what infrastructure is going to be put in place and in what timeframe.

As a commuting cyclist and frequent user of the Federation trail it would be great to see the area near the junction of Federation and Werribee river trail it would be great to have a formal path under the Princess hwy completed and continued with good signage highlighting the route to the Werribee mansion.

Flooding of the David court railway underpass remains an ongoing concern after heavy rain.

It would be great to see the Federation trail continue behind Westpoint Ford and join with Old Geelong rd much closer to the railway station than other current options

Are we thinking retrospectively? Meaning providing the minimum for what is required now, instead of providing the facilities and then watching the people use and enjoy them. Walks are essentially for short distances, whereas bikes are for longer distances, or to reach more places.

Cycle paths to train stations, and shopping centers.

More dog off leash walks, not just caged dog areas. For example, extend presidents park all the way to Hogans road and have it dog off leash

Yes, you've got this great path that leads from presidents park into Werribee but the crossing at cotterell street is so dangerous. You can barely fit a pram in the middle. There are massive blind spots on the crossing further up the hill too, you also can't walk back down to the pathway if you cross there

We would like to see increased connectivity from tarneit to manorlakes/Wyndhamvale area

The Active Transport Strategy should prioritise improving community health and wellbeing by encouraging physical activity through safe, accessible, and connected walking pathways that provide easy access to natural environments, parks, beaches, public drinking water facilities, and accessible toilets. Particular consideration should be given to people living with physical disabilities, mobility limitations, and older residents, who often experience social isolation and spend extended periods at home due to challenges accessing public spaces. By creating inclusive pathways, accessible infrastructure, rest areas, and barrier-free connections to nature and coastal areas, the Strategy can support greater independence, improved physical and mental health, increased community participation, and enhanced quality of life for some of the most vulnerable members of the community. Access to nature and the beach through safe and convenient walking routes can provide significant health, wellbeing, and social benefits while fostering a more inclusive and connected community.

Please fix the bridges/walkways along Lollypop Creek between Black Forest Road and Olympic Way, which are often flooded.

more buses or any transport connection to west manor lakes

The Alcock reserve sporting facility is very close to many residents living in Elements and Ellarook state. However, there is pedestrian or bicycle access. In addition, there is no traffic light installed for pedestrian crossing at the Dohertys Road. These makes accessing the sporting facility difficult.

Yes please work on transport infrastructure

I have no idea why I am filling this in as the council will do what it wants to do but here goes.

Extentions of the shared use paths from Waterhaven Blvd and/or Hacketts Rd, crossing the M1 and joining the federation trail.

Shared paths do not work. Cyclists do not have bells on their bikes to warn of their approach. Cyclists feel safe as they wear a helmet, but pedestrians do not wear helmets and yet are most at risk. Having been knocked over by 2 bikes on a shared path, resulting in hospitalization and 7 stitches in the head, with cyclists riding off and leaving me for dead, I can attest that shared paths are dangerous.

Would love more connected shared paths, for example between Wyndham Park and Werribee Station you have to ride on the road. Same for the other side of the river, except you have to basically cross Cottrell Street twice which is incredibly busy whereas if you had a path on the other side of the bridge it would be less hassle to get across. Paths down the Princes would be ideal too instead of riding in the service roads around other cars - it seems like a very easy place to put a cycle path as the service road is already quite wide.

Too many bicycle paths abruptly end and you are left riding on the road. Sayers Rd, Morris and Heaths Roads are death traps

It would be great if we can have a quicker access from Point Cook to Hoppers Crossing station

Buses need to be smaller and actually go into housing estates. It's ridiculous to think people have time or able to walk as elderly or with children 1km plus to a bus stop. You need to fix this

I would like to see better priorities and safe, direct connections for people walking and riding bikes/ e-scooters so that it is faster, more convenient, and a viable alternative to driving.

We need more bus shelter and more parking in stations

Need more paths but less bike paths on roads as they are rarely used and they are dangerous as people ride the wrong way on them and I see cars and motorbikes using them
