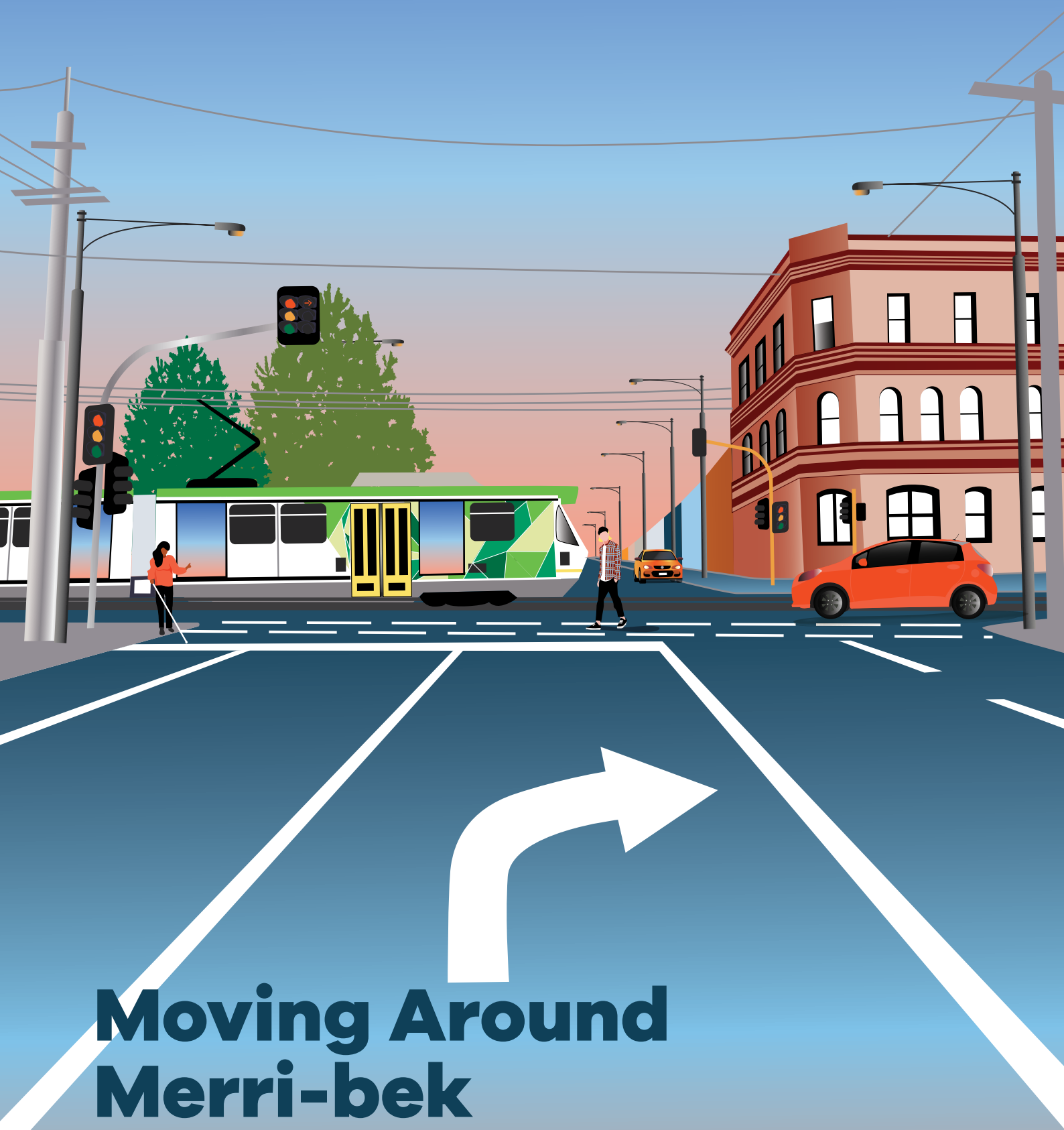




Merri-bek
City Council



Moving Around Merri-bek

Action Plan



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Introduction

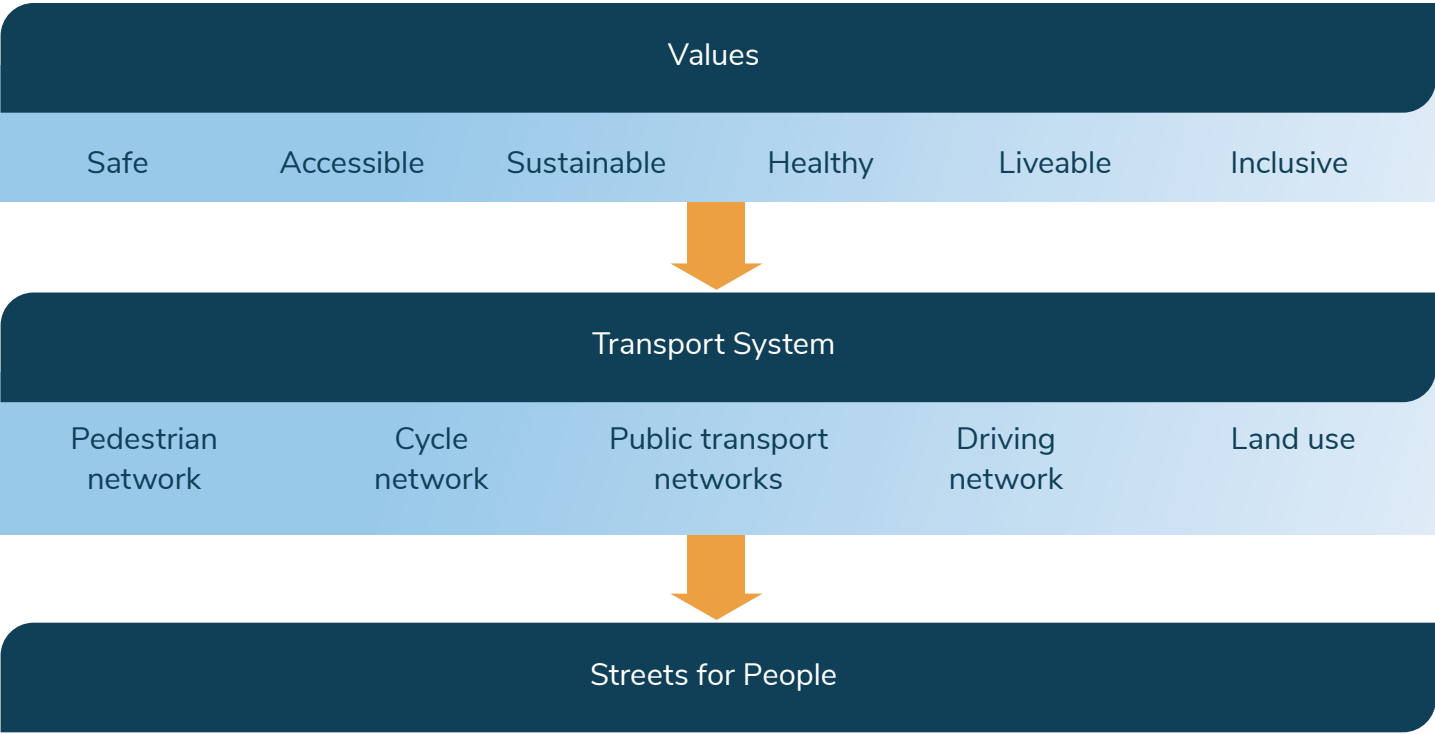
Purpose of this document

This Action Plan is an accompanying document to Moving Around Merri-bek, Council's Transport Strategy.

This document provides an overview of the actions that we as a Council will undertake related to transport for the coming financial year (2024/25) and planned works for the years beyond.

How this document works

This document has the same structure as Moving Around Merri-bek. This allows the reader to compare between each of the sections in the strategy itself and this Action Plan, clearly showing what we are doing to meet our objectives. This includes work structured to address each of our Values and for each of our transport network layers. It concludes with a new approach to delivering transport and streetscape improvements, Streets for People.



Community Vision 2021-2031

This strategy is guided by the Community Vision and Theme 2: Moving and Living Safely in Merri-bek.

“Merri-bek is our home.

We respect and look after our land, air, waterways, and animals.

We care for our people and celebrate our diverse stories, cultures, and identities.

Merri-bek is enhanced by all of us supporting our local businesses, arts communities, and social organisations.

We work together proactively and transparently to continue to create a vibrant, safe, healthy, resilient, innovative, and regenerative community.

Many faces, one Merri-bek.”

Theme 2: Moving and Living Safely in Merri-bek

In 2031, Merri-bek is safe. Our streets are safe for pedestrians and cyclists, day and night. Everyone in Merri-bek is able to live in their homes without fear from others, both known and unknown.

In Merri-bek, we actively look out for each other and are well supported to do this by council.



Values

The content of Moving Around Merri-bek is built upon research, experience, established policy, and the diverse voices of our Merri-bek community. It pulls all these elements together to give a picture of not only how we get around Merri-bek, but the many different aspects of daily life which relate to transport, and how we can improve this into the future.

We have identified 6 core values that drive us and our community as we use and look at our transport system. These values are the overarching tenets that guide our work in transport at Merri-bek City Council. They ensure that all our work contributes to bettering our city and our transport system in the ways that are important to our community.

Our transport system needs to be:

Safe

Accessible

Healthy

Liveable

Sustainable

Inclusive

Safe

2024/25

By June 2025, Council will have	Led by which branch	Using what resources	Milestone dates
Completed the road safety projects outlined in the capital works program.	Transport	Road Safety and Amenity capital program funding	Design in 2023/24, deliver in 2024/25
Designed the following road safety projects and taken opportunities to seek grant funding for them: <ul style="list-style-type: none">• Intersection upgrade – Jukes Road / Williams Road intersection, Fawkner• Road section treatment – Kent Road, Sussex Street to Derby Street, Pascoe Vale – raised pavement and crossing• West Street / Glenroy Road, Hadfield - threshold treatments on each leg• Rennie Street / Barrow Street, Coburg – updated treatment.	Transport	Designs: Transport Project Design funding in capital program	Designs progressively completed, aiming for grant submission dates (TAC, Federal Blackspot) All designs complete by end 2024/25
Completed the rollout of area-wide 40 km/h zones throughout Merri-bek and associated community education program.	Transport	As allocated in capital program	Last suburbs to be implemented by end 2024
Advocated strongly and contributed to planning for the Brunswick and Parkville Level Crossings Project to secure a viable, safe, bike route for bike riders displaced from the Upfield Shared Path during construction.	City Development	Operational resources in the Level Crossing Removals team	As soon as possible, dependent on Project team engagement with Council
Delivered the Jukes Road raised threshold treatments at side streets and investigated improvements to north-south and east-west bike routes in Fawkner, identifying and delivering the highest priorities on these routes where able to be funded.	Transport	New funding from October 2023 Council meeting	By end of 2024/25
Used unallocated Road Safety and Amenity funding to deliver highest priority minor safety works, including street and path lighting, minor signage, line-marking and traffic device changes.	Transport	Road Safety and Amenity – Unallocated funding in capital program	Ongoing, with improved communication
Improved access to and promotion of the resident crash and hazard reporting webpage for non-casualty crashes and near misses.	Transport with support from Community Engagement	Existing resources (with support from Transport)	Relaunch by end 2024/25
Reported to Council the first annual road safety report (for the 2023 calendar year) identifying trends in crash numbers and types and priority sites for future treatments.	Transport	Existing resources	By end of 2024/25
Taken and created opportunities to advocate for safety outcomes relating to introducing 30 km/h speed zones (inclusion in Victorian Speed Zoning Guidelines and rollout in pilot area of Merri-bek).	Transport	Existing resources	By end of 2024/25
Advocated to the State Government and TAC to fund a 30km/h trial in an identified area of safety concern.	Transport	Existing resources	By end of 2024/25

By June 2025, Council will have	Led by which branch	Using what resources	Milestone dates
Begun researching speed-related crashes, speed zoning inconsistencies and speed behaviour on arterial and sub-arterial roads in Merri-bek and identified priority roads for advocacy for further appropriate speed limit reductions and other safety improvements.	Transport	Existing resources	Work to have commenced by end 2024/25 for focus in a future year
Advocated to the State Government to improve safety along Murray Road and around the Pentridge and Coburg High School areas for pedestrians and cyclists, particularly children travelling to school.	Transport	Existing resources	By end of 2024/25

For consideration in 2025 – 2029 Action Plan:

Continuation of program of road safety projects that:

- Prepares an annual road safety report using official state casualty crash data, reported crash and near miss data and perceptions of safety information from the community to identify priority sites for treatment
- Draws from the annual road safety report to develop projects for grant submissions, undertakes design and consultation on these projects and puts forward submissions, using Transport Project Design funding in the Capital Works Program
- Delivers grant funded projects and funding from Council's budget for non-eligible projects that provide safety benefits as well as contributing to achievement of other outcomes and network goals
- Uses Road Safety and Amenity Program funding to deliver highest priority minor safety works, including street and path lighting, minor signage, line-marking and traffic device changes.

Continued advocacy and research to support Council's speed zoning objectives of reducing casualty crashes and supporting vulnerable road users, including:

- Ability to use 30 km/h in appropriate neighbourhoods in Merri-bek
- Achievement of speed zoning on arterial and sub-arterial roads in Merri-bek.

Continued advocacy around safety of vulnerable road users during construction of Brunswick and Parkville Level Crossing Removals Project.



Accessible

2024/25

By June 2025, Council will have	Led by which branch	Using what resources	Milestone dates
Advocated strongly and contributed to planning for the Brunswick and Parkville Level Crossings Project to secure accessible tram spots along Sydney Road before Upfield Line trains are disrupted for works.	City Development	Operational resources in the Level Crossing Removals team	As soon as possible, dependent on Project team engagement with Council
Work closely with the Brunswick and Parkville Level Crossing Removal Project to ensure detour routes, temporary boarding points and substitute transport vehicles during construction works are all accessible.	City Development	Operational resources in the Level Crossing Removals team	As soon as possible, dependent on Project team engagement with Council
In keeping with past practice, include removal and replacement of two bus shelters that do not meet accessibility requirements.	Transport	Walking Facilities Program	By end 2024/25
Mapped existing accessible parking spaces and made this information available publicly.	Transport	Refer minor allocation for establishment to budget process	(if funded) Map launched by end 2024/25
Included public seating and associated infrastructure as eligible for funding under the existing Walking Facilities Program.	Transport	Walking Facilities Program	By date of draft 2025/26 budget release
Clarified and increased the requirement when Temporary Road Occupation and Works within Road Reserve permits are issued to require construction and traffic management companies to provide detour routes that meet accessible design standards.	Transport	Existing operational resources	By end 2024/25
Clarified and strengthened the requirements of developers for Traffic Management Plans and Construction Management Plans so that these plans that depict accessible detour routes.	Transport	Existing operational resources	By end 2024/25
Established an internal interdisciplinary Footpath Improvement Working Group.	Community Wellbeing	Existing operational resources and Walking Facilities Program	By end 2024/25
Identified instances where bluestone laneways, crossovers, and footpaths disrupt walking routes. Reconstruct laneway to provide a smooth surface for footpath users where possible.	Transport	Existing operational resources for analysis. Reconstruction projects to be considered as part of the budget process.	By end 2024/25

For consideration in 2025 – 2029 Action Plan:

Development of an advocacy campaign to get the Victorian Government to meet its legal responsibility under the ‘Disability Standards for Accessible Public Transport 2002’ to make every bus, tram, and rail stop accessible to a person with a disability, which was required by 2022.

Continue incremental approach to removing bus shelters that do not meet current accessible design standards and work with Victorian Government to build replacement bus stops with shelters that are accessible for all users. (Many of the existing 190 shelters installed with advertising companies are not accessible).

Establishment of a program of addressing deficiencies in provision of accessible parking through:

- Identifying existing accessible parking spaces that do not meet current accessible design standards and planning a prioritised forward program of measures to upgrade these, starting with Major Activity Centres
- Identifying locations for additional accessible parking spaces where demand is high and planning a prioritised forward program of measures to install new spaces, starting with Major Activity Centres.

Put in place ongoing data maintenance arrangements for public-facing information about accessible parking spaces.

Refinement of Council’s approach to road, footpath and bike path inspections to match the new settings in the Road Management Plan 2025 to 2029.

Revisiting the criteria in Council’s annual allocation of capital funding for Footpath and Bike path Renewals to prioritise uneven walking and wheeling surfaces.

Mapping of walking distances without resting opportunities, starting with (and branching out from) the Principal Pedestrian Network and accounting for community requests, demographics and topography and identify priority walking routes for additional seating.

As part of a broader initiative to improve the impacts of construction activities in Merri-bek, engaged with the construction industry (whether working on public or private land) to promote Council’s requirements to ensure that in Traffic Management Plans and Construction Management Plans pedestrian, cyclist, and public transport movements are prioritised, and meet DDA requirements.

Developed a public seat program for activity centres, locations along the PPN, and public transport stops across the municipality, identifying seats to be delivered by Council and seats to be delivered by the State Government.





Sustainable

By June 2025, Council will have	Led by which branch	Using what resources	Milestone dates
Advocate for a Fringe Benefit Tax exemption on sustainable commuting options.	Transport	Existing operating budget	End of 2024/25
Developed and implemented behaviour change programs.	Sustainability and Climate	Existing operating budget.	End of 2024/25
Advocated to the State Government for reform to the Distribution Network Service Providers to reduce complexity and cost for delivering transport improvements to the community, including lighting and EV charging equipment.	Transport and Sustainability and Climate	Existing operating budget.	End of 2024/25
Worked with Sustainable Communities to integrate the Ride & Stride program with enhanced streetscapes and safer walking and cycling infrastructure.	Transport with support from Sustainable Communities	Existing operational resources.	By end 2024/25

For consideration in 2025 – 2029 Action Plan:

Investment in cooler routes such as in the principal pedestrian network, near activity centres, and around primary schools, as part of our Streets for People Framework.

Trial and scale up use of sustainable and climate resilient materials for footpaths and roads.

Publish a “pathway to zero transport emissions” plan for the City of Merri-bek.

- Calculate the greenhouse gas emissions from all travel undertaken into, within and out of the City of Merri-bek each year. Create a scenario plan with annual targets that shows how to reduce transport related emissions to zero by 2040
- Report back to the community on transport emissions periodically when data becomes available.

Continue to support new zero emission transport technology. Observe changes and propose policy responses to emerging transport technologies.

Healthy

By June 2025, Council will have	Led by which branch	Using what resources	Milestone dates
Advocated to the Victorian Government for noise walls around more of M80 and CityLink and adoption of more stringent noise management standards for major roads.	Transport	Existing operational resources	By end 2024/25
Trained key transport projects staff in the Healthy Streets assessment methodology that will help changes to our streets improve both transport performance and community health and wellbeing.	Transport	Existing operational resources	By end 2024
Introduced the Healthy Streets assessment methodology into transport improvement project design for selected projects to be designed in 2024/25.	Transport	Capital project funding	By end 2024/25
Documented and established a systematic approach to maintenance of on-road Water Sensitive Urban Design gardens that filter contaminants from road runoff before they reach waterways.	Open Space and Environment	Existing operational resources	By end 2024/25

For consideration in 2025 – 2029 Action Plan:

Further actions in the cross-Council expansion of Merri-bek’s Open Streets Program, including consideration of the ongoing delivery model for Open Streets within Merri-bek.

Expansion of the Healthy Streets assessment methodology and professional development to all transport staff and those delivering road reconstruction and streetscape improvement programs.





Liveable

By June 2025, Council will have	Led by which branch	Using what resources	Milestone dates
Restarted an advocacy campaign to Revitalise Sydney Road, including accessible tram stops, enhanced streetscape, and safer walking and cycling.	Transport with support from City Development	Existing operational resources.	End 2024/25
Developed a plan to improve walking, cycling, and safety to Sydney Road along connecting streets.	Transport	Existing operational resources. Actions may require additional funding.	End 2024/25
Determined its position on allowing e scooter hire schemes in Merri-bek, following the completion of the State Government trial in April 2024.	Transport	Existing operational resources	Potentially by August 2024, otherwise by April 2025.
As applicable, progressed implementation of e scooter hire schemes in Merri-bek.	Transport	Existing operational resources	End 2024/25 – milestones as agreed
Worked with Brunswick and Parkville LXP to design a place with greater amenity, trees, places to walk, play and ride, that has public art, sports facilities and respects the heritage of railway corridor by telling story of people who worked on the railway line in creative ways.	City Development	Existing operational resources (and possibly additional transport resources)	Aligned with project's milestone dates (not yet known)
Determined with shop owners in Lygon Street, Brunswick East, whether to make permanent outdoor dining sites or return them to car parking.	Property, Place and Design	Subject to funding / business contributions	End 2024/25

For consideration in 2025 – 2029 Action Plan:

Continue to implement any Council decision regarding e scooter share schemes.

Consider role of e bike share schemes in transport choices within Merri-bek, responding to and/or proactively pursuing opportunities for e bike schemes as applicable.

Further advocate and collaborate with Brunswick and Parkville LXP on liveable outcomes from the project.

Continue to work with local businesses to convert some on-road car parking spaces into outdoor dining or expanded footpath areas, introducing seating, greenery and bike parking facilities and place-activating public space otherwise occupied by vehicles.

Develop a plan for integrating local neighbourhoods to railway stations and public transport hubs.



Inclusive

By June 2025, Council will have	Led by which branch	Using what resources	Milestone dates
Continue efforts commenced as part of Merri Merri Wayi to improve Merri Creek corridor safety and perceptions of safety.	Open Space and Environment	Existing operational funding	According to Merri Merri Wayi milestones.
Assembled maps identifying residential areas with poor transport network connectivity to important local destinations to help inform design and prioritisation of projects so that they better link socially isolated people with these destinations.	Transport	Existing operational resources	By end 2024/25
Improved maintenance of vegetation along footpaths and bike paths in the public realm that contributes to feelings of unsafety and uncertainty of accessibility.	Open Space and Environment	Existing operational funding	Ongoing
Continued to respond to community requests for lighting, and where requests are consistent with Council's street and park lighting policies, continue to measure night time lighting levels to identify deficiencies.	Transport	Existing operational resources	Ongoing
Updated our Public Lighting Policy to reflect latest Australian Standards for lighting, new technology, best practice lighting.	Transport	Walking Facilities Program	End of 2024

For consideration in 2025 – 2029 Action Plan:

Embedding of the processes for inclusion by design into transport program formulation and transport project design, building on actions in the 2024/25 action plan;

- Plan, design and evaluate transport projects that specifically address transport inequality
- Influence design of projects being delivered so that they provide inclusive outcomes.

Collaborating with other Councils, advocate for the State to provide more inclusive public transport services and infrastructure and promote bystander action, aligning with Councils' efforts to improve public realm safety and perception of safety, so that all people (including LGBTIQ+ people and trans and gender diverse people) do not avoid or fear using public transport.

Implementing capital projects that address specific sites where infrastructure (or lack of infrastructure) contributes to lack of inclusion, and designing capital projects in road reserves that account for inclusion principles.

Consideration of including children in the transport system and increasing ways to grow children's confidence in being independent travellers.



Our Transport System

The Merri-bek Transport System is the totality of physical space and infrastructure that allows us to take transport trips. This includes our footpaths, bike lanes, roads, railway lines, and parking. We also include land uses, as the way our city is built guides the ways in which we move around.

This follows the Transport System framework outlined in the Transport Integration Act, which changes to the local context

where appropriate. For instance, as Merri-bek does not have a shipping port or an airport, we have excluded this from our framework.

Figure 1 shows the distinct transport network layers that comprise the Merri-bek Transport System.

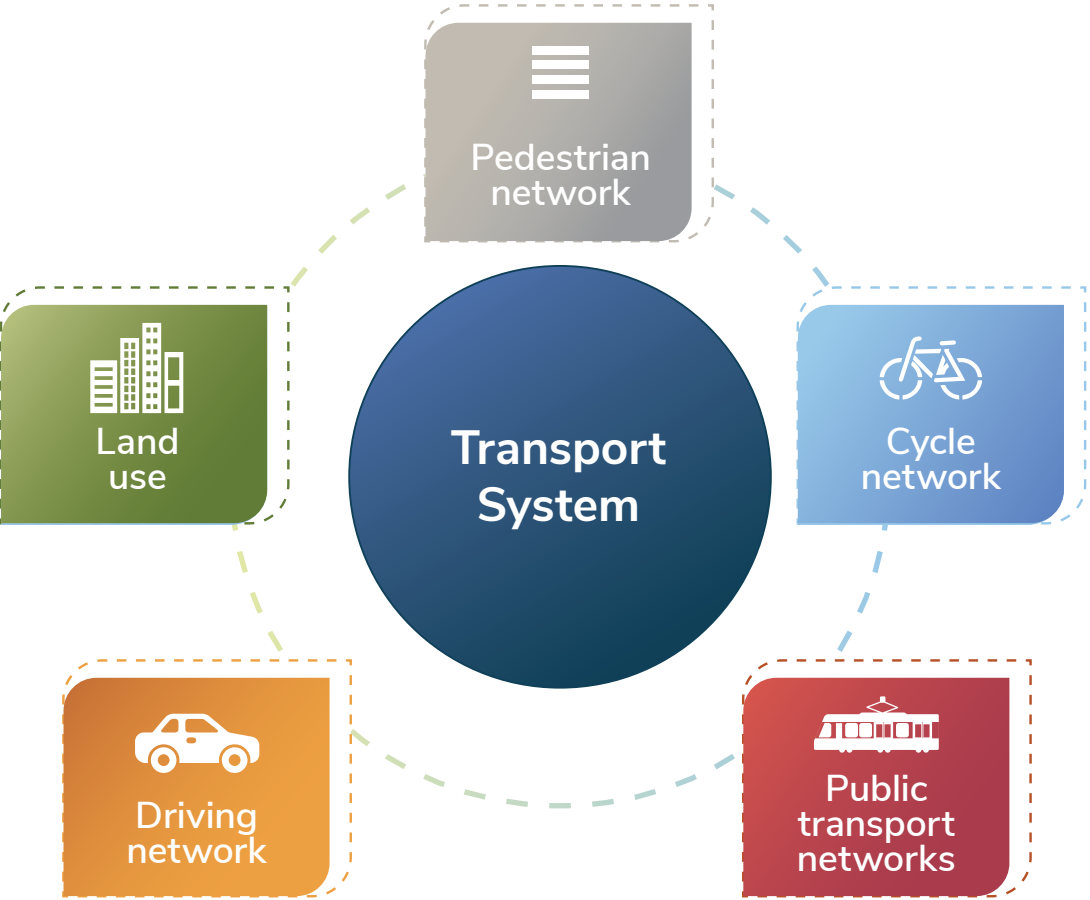
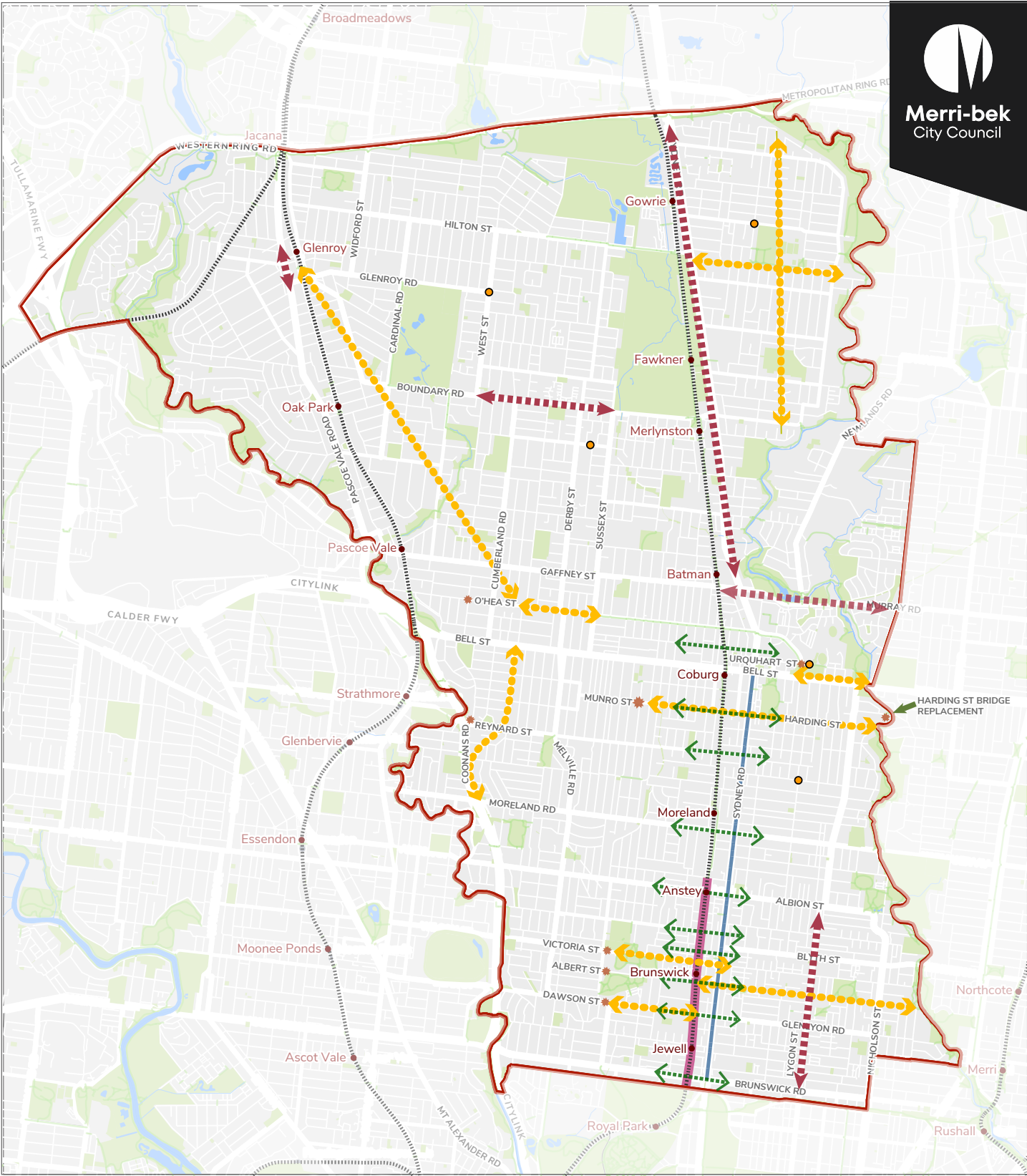


Figure 1 Merri-bek Transport System



Legend

- Merri-bek municipality
- Streets for People projects
- Safety upgrades
- Train lines
- Brunswick LXP
- Upcoming Projects
- Train stations
- Revitalise Sydney Road
- Reconnecting Sydney Road
- Safety and amenity advocacy

Pedestrian Network

By June 2025, Council will have	Led by which branch	Using what resources	Milestone dates
Based on strategic criteria, identified key corridors for pedestrian activity and treatments for improving safety, convenience, comfort and amenity.	Transport	Existing operational funding	End of 2024/25
Designed projects that have been identified for the short term in the Walking Facilities Program.	Transport	Transport Project Design capital funding	End 2024/25
Implemented projects across the walking network (comprising a mix of new assets and upgrades to existing assets) to improve pedestrian safety: <ul style="list-style-type: none">Wombat (raised zebra) crossings on side streets along Albion Road, Brunswick West.	Transport	Walking Facilities Program funding	By end 2024/25
Construction well underway on the replacement Kendall Street - Harding Street Riding and Walking Bridge over the Merri Creek.	Capital Works Planning and Delivery	Capital funded item (with Darebin City Council)	Contract awarded by late 2024 for construction complete by end 2025/26
Compiled a prioritised list of sites for improvements to the operation of pedestrian phases at signalised intersections and crossings, including waiting times, better controlling conflicting vehicle movements, adding missing pedestrian legs, and slip lane treatments; and advocated to the State for the changes to be implemented.	Transport	Existing operational funding	End 2024/25
Prepared a business case that demonstrates the benefits of installing Pedestrian Operated Signals even where there are currently no pedestrian crashes to be used as the basis for advocating for walking (active transport) funding for the State to invest in new pedestrian crossings of arterial roads.	Transport	Existing, plus consultancy funding of approx. \$50,000 for expert advice	End 2024/25
Reviewed the Urquhart Street masterplan and identified funding opportunities for completion.	Transport and Urban Design	Partially developer funded	End 2024/25

For consideration in 2025 – 2029 Action Plan:

Join with other Councils to campaign for the state to fund Pedestrian Operated Signals for active transport reasons rather than only when there is an existing casualty crash history.

Complete the construction of the Kendall Street - Harding Street Riding and Walking Bridge over the Merri Creek.

Continue the program of Walking Facilities projects that:

- Develop localised plans and align all projects to contribute to creating more walkable neighbourhoods
- Refreshes the priority pipeline of corridors and locations for improved walking treatments
- Undertakes design and consultation on these projects, using Transport Project Design funding in the Capital Works Program
- Delivers projects.

Continue advocacy on the list of changes to pedestrian phases at signalised intersections and crossings.



Cycle Network

By June 2025, Council will have	Led by which branch	Using what resources	Milestone dates
In partnership with other metropolitan Councils and the Metropolitan Transport Forum, advocated to the State Government to develop a plan and timeline and funding program for delivering the Strategic Cycling Corridor network. Since the adoption of Victoria's Strategic Cycling Corridors over 5 years ago, there has yet to be a funding and delivery program for this future cycling network.	Transport	Existing operational resources	By end 2024/25
Identified areas of high demand for additional bike parking in partnership with our community and implemented facilities.	Transport	Bicycle Facilities funding in capital program	By end 2024/25
Tested the market demand for on-street bike hangars in areas where prevailing housing types are unable to accommodate parking of e-bikes and cargo bikes.	Transport	Bicycle Facilities funding in capital program	By end 2024/25
Constructed an extension to the Upfield shared use path suitable for learner bike riders: <ul style="list-style-type: none">• Bike riders using Upfield Shared Path travelling between O’Hea St and Gaffney St currently ride on-road for 100m on Batman Avenue, Coburg North.	Transport	Project individually funded in capital program	Design to be completed by end 2024/25 (delivery is funded for 2025/26)
Completed the installation of permanent physical separation devices on Dawson Street (Upfield Shared Path to Barry Street) Brunswick to create a 550m protected bike route to RMIT Brunswick and Brunswick Secondary College.	Transport	Project individually funded in capital program	Works begin 2023/24 and complete in early 2024/25
Be well progressed with delivery of the O’Hea Street Bike Path Extension - Sussex to Derby Street-Pascoe Vale.	Transport	Project individually funded in capital program	Construction well underway by end 2024/25, to be completed early in 2025/26
Undertake Moving and Place assessment and design options for: <ul style="list-style-type: none">• Harding and Munro Streets corridor (2024/25)• Albert Street corridor (2024/25)• Coonans Road (2025/26) and Reynolds Parade (2026/27) separated bicycle lanes.	Transport	New funding from October 2023 Council meeting	Delivery from 2025/26
Facilitated DTP construction of a 750m shared use path from the north end of Sages Road, Fawkner to Western Ring Road (M80) Trail.	Transport	Victorian Government funding and delivery	Construction to commence early 2024, delivery by end 2024/25
Sought DTP approval to trial the installation of bike call buttons to operate the off-set pedestrian crossing to improve cycling safety and convenience. ('bikes in side road may operate signals').	Transport	Seek grant funding for trial	Designs of one site completed by end of 2024/25
Reported back to Council on the engagement results of the Glenroy to Coburg bike route assessment and actioned Council's resolution on the preferred route.	Transport	Existing resources	End 2024/25

For consideration in 2025 – 2029 Action Plan:

- Work with the M9 Council group to identify cross-border infrastructure opportunities to improve walking and cycling access.
- Develop plans in partnership with neighbouring municipalities for new paths, bridges and crossings and advocate to the Victorian Government to construct walking and bike riding routes of state significance across municipal boundaries. (with Hume, Darebin, Yarra, Melbourne and Moonee Valley)
- Implement an annual process to continue the program of Bicycle Facilities projects that:
- Refreshes the priority pipeline of bicycle facilities projects each year, accounting for external changes, new priorities, new funding opportunities
 - Undertakes design and consultation on these projects, using Transport Project Design funding in the Capital Works Program
 - Delivers projects.
- Provide bike parking at key public locations catering for all bike shapes and sizes (including family bikes, e-bikes, cargo bikes and bikes with trailers).
- Council to use town planning permit process to ensure private land developers provide bike parking and end-of-trip facilities for bike riders in new buildings. We will also participate in the recent DTP car parking and bike parking in new developments review.
- We will assess our off-road path network and identify sections where sufficient space exists to separate pedestrians and bike riders. We will continue advocating to LXP to separate pedestrians and bike riders along the Upfield corridor as part of the Brunswick level crossing removal project.

- We will consider options for strengthening the Craigieburn Railway Line bike corridor.
- Develop solutions for the following projects:
- Pascoe Vale South Primary North-South on-road bike route (O’Hea Street to Moonee Ponds Creek Trail): Install on-road devices to create a 2km on-road bicycle lane. Route runs starts at the Moonee Ponds Creek Trail at Reynolds Parade and links to existing bike infrastructure on O’Hea Street, Coburg North.
- Widen the Merri Creek Trail at Clara Street, Brunswick East (Moreland Road underpass). Reconstruct a 100m length of the Merri Creek Trail north of Clara Street as a 3m wide path to improve sight lines and reduce the likelihood of a bike rider – bike rider or bike rider – walker crash.
- Undertake a design and feasibility study to reconstruct Merri Creek Trail and access paths in Bowden Reserve, Coburg (south of Bell Street Underpass).
- Undertake a design and feasibility study to redesign and reconstruct the 30m boardwalk to rear of 13-19 Merribell Avenue Coburg that forms part of the Merri Creek Trail to bring the path gradient into compliance with accessible design standards
 - Undertake a design and feasibility study to construct a 150m long x 3m wide concrete shared use path linking the intersection of Nicholson Street and Bell Street to the Merri Creek Trail, creating a safe alternative to travelling under Bell Street during a flood event.



Public Transport Networks

By June 2025, Council will have	Led by which branch	Using what resources	Milestone dates
Renewed our advocacy on improvements to public transport to the relevant Minister, including: <ul style="list-style-type: none">• A budget plan for universal tram stops and low floor trams• Delivery of outcomes in Reshaping Brunswick Advocacy document• Track duplication of Upfield line from Gowrie Railway Station• Connecting Upfield line to the Craigieburn line• Delivery of bus reform in line with Victoria's Bus Plan and the current Bus Reform project for the North-Western suburbs, including:<ul style="list-style-type: none">- Increased service frequency- Increased span of operating hours/days- More direct bus routes- Rationalisation of bus stops- Improved amenity at existing bus stops- Improved connections between train, tram, and bus services.	Advocacy	Existing operations funding	End of 2024/25
Worked with our community and disability advocates to campaign for accessible tram stops and low floor trams on all tram routes within Merri-bek.	Advocacy	Existing operations funding	End of 2024/25
Advocated to LXP for accessible alternative transport services during railway disruptions as part of construction works along the Upfield line.	City Development	Existing operations funding	Dependent on LXP timelines.

For consideration in 2025 – 2029 Action Plan:

Create an updated Public Transport Advocacy document that includes Council advocacy priorities for completion during the 2025-2029 timeframe. This will include:

- Track duplication between Gowrie and Upfield Railway Stations and connection of the Upfield line to the Craigieburn line
- Accessible tram stops and low-floor trams on all tram routes within Merri-bek and across Metro Melbourne
- Reform of Merri-bek's bus routes in line with the objectives in Victoria's Bus Plan and the Bus Reform project
- Improved service reliability for tram and bus services through greater on-road priority to public transport services

- Increased service frequency and span of hours for all public transport services
- An accessible Jacana Railway Station with safer pathways to the platforms
- Revitalisation of railway stations and surrounding precincts within Merri-bek.

Review our bus shelter upgrade program in light of potential improvements to the bus network, either from DTPs current Bus Network Reform project and / or changes based on renewed DTP and bus operator contracting and bus ad contract renewal.

Support efforts that move interstate freight from road-based transport to rail-based transport. Ensure rail improvements improve safety outcomes for walkers near the rail corridor.

Driving network

By June 2025, Council will have	Led by which branch	Using what resources	Milestone dates
Prepared a new Road Management Plan for the period 2025 to 2029, including engagement on intervention levels and response times for hazards that arise on footpaths and road crossings.	Capital Works Planning and Delivery	Existing operational resources	To be completed by June 2025
Maintained our existing local roads and monitor the condition of local roads each year, make repairs and reconstruct as needed, in line with the Road Management Plan.	Capital Works Planning and Delivery	Existing operational resources	Ongoing
Created an enforceable electric vehicle charging station parking control to discourage drivers of Internal Combustion Engine vehicles from parking in EV recharge zones and drivers of EVs parking for longer than a vehicle recharge cycle.	Transport	Existing operational resources	End of 2024/25
Advocated for inclusion of sustainable commuting options as part of the existing Fringe Benefit Tax scheme.	Transport	Existing operational resources	End of 2024/25
Enhanced our policies, programs, and designs to facilitate safer driving behaviours and vehicle speeds around schools.	Transport	Existing operational resources	End of 2024/25
Mapped our loading zones and made them available on our website.	Transport	Existing operational resources	End of 2024/25

For consideration in 2025 – 2029 Action Plan:

Advocacy campaign to support low and zero emission vehicles as part of the Fringe Benefits Tax scheme.

Participate in the on-street EV charging pilot project as part of a Victorian Government grant funding program with Intellihub.

Continue rolling-out EV fast chargers in activity centres and within Council-owned facilities, in line with the recommendations in the NCA Community EV Transition Plan.

Support private operators to install and operate Electric Vehicle recharge points within the City of Merri-bek.

Encourage Electricity Network Providers (Jemena and City Power) to develop a standard pole mounted EV recharge point to enable EV changing from on-street parking space.

Develop a kerbside management plan to assist managing the growing diversity of kerbside use, including parking, on-street dining, footpath extensions, bike lane installation, and different car parking uses.

Review our approach to car share and other short-term vehicle hire platforms to ensure they meet community needs, increases vehicle types, including electric vehicles, and is administered in a way that is effective and efficient.

Review our freight networks to ensure continued access to key industrial land uses and protection of residential amenity.





Land Use

By June 2025, Council will have	Led by which branch	Using what resources	Milestone dates
Submitted a response to proposed car parking, bike parking, and end of trip facility reform in the Victorian Planning Scheme, led by the Victorian Department of Transport and Planning.	Strategic Planning	Existing operating budget	Within DTP project timelines
Commenced a Liveability Index for Merri-bek to identify gaps using geospatial analyses and areas for improving local access to shops and services.	Transport	Existing operating budget	End of 2024/25
Investigated opportunities to include sustainable transport projects into a new Development Contribution Plan.	Transport	Existing operating budget	In line with DCP project timeline

For consideration in 2025 – 2029 Action Plan:

Development of action plans to improve liveability based on the results of the Liveability Index.



Streets for People

By June 2025, Council will have	Led by which branch	Using what resources	Milestone dates
Completed and published a Movement and Place Assessment for all streets in Merri-bek including for the walking, cycling, driving, freight, and public transport networks.	Transport	Existing	End of 2024/25
Develop and implement a Streets for People Framework that outlines a clear and transparent approach to selecting streets for upgrades, the approach to identifying challenges and opportunities for each street, concept designing, and integrating community knowledge.	Transport	Existing design budget for streetscape improvement projects	End of 2024/25
Piloted the Streets for People Framework to already-planned projects (Harding / Munro, Victoria, and Albert Streets) in the design of those projects and to develop and refine the Framework iteratively.	Transport	Using existing resources as part of funded design projects in the budget	End of 2024/25
Developed a Streets for People Plan covering forward years (short term, medium term and longer term, up to 10 years) to deliver streetscape upgrades with an initial focus on the north of the municipality. This will include addressing missing gaps in the pedestrian and cycling networks, connecting schools, activity centres, and other key destinations in with a wider Merri-bek walking and cycling network.	Transport	Existing	End of 2024/25
Developing a funding framework for implementing the Streets for People Plan, in-line with existing funding levels.	Transport	Existing	End of 2024/25

For consideration in 2025 – 2029 Action Plan:

The Capital Works Program for 2025/26 will be based on the delivery of projects designed in previous years, and the available funding envelope.

In the preparation of the Capital Works Program from 2026/27 onwards, it is proposed that the funding for all Transport Program capital items be reconsidered, so that there is an appropriate mix of:

- Investment in strategic upgrade of the road network to deliver identified Streets for People projects
- Investment in minor works to address emerging safety and amenity issues in the short term
- Investment in treatments to address casualty crash patterns (including pursuit of grant funding)
- Investment in the off-road network of shared paths (including pursuit of grant funding) as an integral part of the overall transport system.

This is the integration of the Shopping Strip Renewal Program (which is currently focused on (neighbourhood activity centres) into the Streets for People program when it comes to end of its current funding cycle in 2026/27.

In addition, the opportunity for integrating upgrades of infrastructure (such as with concurrent road reconstructions, road resurfacing, footpath renewal, tree planting programs) and with behavioural programs (such as Open Streets and Ride & Stride, speed limit changes, road safety issues needing to be addressed) should be taken, and this should factor in the street selection and prioritisation of the Streets for People plan.

Implementation of the Streets for People plan can then be matched to the available funding, and consideration given to whether additional funding can and should be allocated to accelerate the delivery.





Evaluation and reporting

By June 2025, Council will have	Led by which branch	Using what resources	Milestone dates
Developed an evaluation and reporting plan for the Strategy and future Action Plan, that: <ul style="list-style-type: none">Investigated appropriate data sources and costsInvestigated new data sources, such as video capture and aggregated phone data.	Transport	Existing operating budget	End of 2024
Updated transport GIS layers for internal and external use.	GIS	Existing operating budget	End of 2024
Provided an annual report to Council on our progress implementing actions from the Action Plan.	Transport	Existing operating budget	End of 2024

For consideration in 2025 – 2029 Action Plan:

Incorporate an updated transport evaluating and reporting plan that uses existing and new data sources to track organisational performance against our strategic objectives and evaluates how our completed projects performed against our strategic objectives.



Merri-bek
City Council