Merri-bek City Council

Streets for People Plan

August 2025



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Introduction

This is Merri-bek's plan to create more safe, accessible, healthy, liveable and inclusive streets for everyone. While there are many great streets in Merri-bek, using our streets can be stressful, uncomfortable and often dangerous. Pressure on our streets continues to increase as our city grows and becomes more attractive for people to visit. This means that adapting our streets in a thoughtful and inclusive way is critical to improving quality of life in our vibrant inner-city community.

Council's Moving Around Merri-bek Strategy has adopted a Streets for People Framework that has enabled a more holistic streetscape planning and design process to create better streets for everyone. This Plan has been developed to identify the role different streets play in our network and help guide council's future investment in our streets to make them better for everyone.

The plan has two key objectives;

1. Identify which streets in Merri-bek council should target as Streets for People Projects by undertaking a holistic design process for streetscape improvements.
2. Detail the role these streets play in Merri-bek's transport network and what should be considered to help them adapt as safe, accessible, sustainable, healthy, liveable and inclusive transport connections.

The Plan highlights the types of treatments that could be considered on each street depending on its typology and identifies how they will be prioritised. The plan also sets out Merri-bek's long-term network of sustainable transport routes and key transport connections.

Projects on Streets for People corridors will be designed in line with the Streets for People Framework, which was introduced in the Moving Around Merri-bek Transport Strategy. This is summarised in Figure 1 below

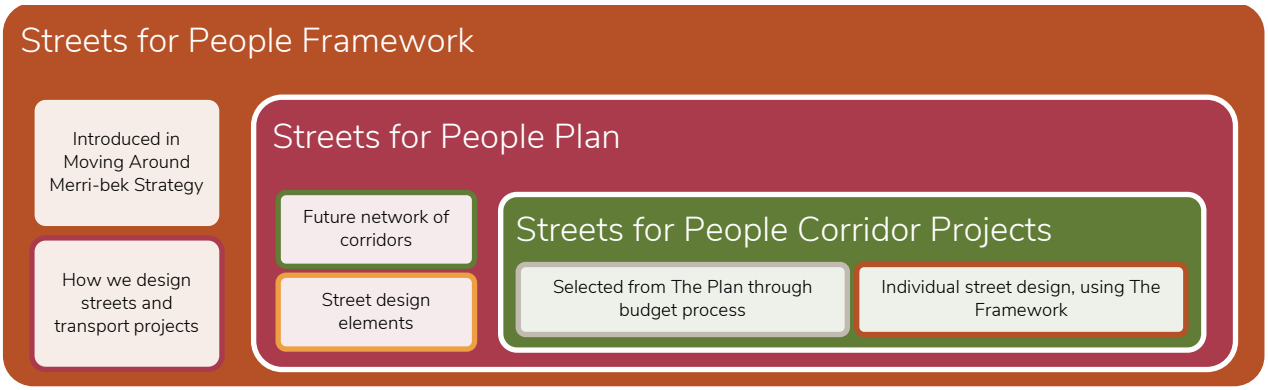


Figure 1. Relationship between the Streets for People Framework, The Plan, and Corridor Projects

For people walking in Merri-bek, the Streets for People Plan will make it easier, safer and more comfortable to make their daily local trips, such as to schools, shops and parks. For the most part, people walking will be prioritised along the corridors. The Plan will also create a network of streets where most people have the option to safely ride a bike or scooter for local trips if they want to. For people driving private vehicles in Merri-bek, the Streets for People Plan will create safer streets to minimise conflicts with other road users and target streets where a program of road safety interventions is necessary rather than individual projects.

The Plan will aim to make streets more pleasant for residents and visitors along the corridors, with more trees and calmer streets that are more comfortable, safe and attractive for everyone. Similarly, it will improve streetscapes connecting to activity centres and retail strips, making them more inviting for people to visit and spend time.

Whilst we can identify the types of improvements that could be expected on Streets for People corridors, each Streets for People project will be different. Proposed changes will be developed based on case-by-case basis, taking into consideration the local context, and input from the community.

The first section of this report provides more background information about The Plan, including its strategic context, the Movement and Place framework, and an overview of how Streets for People corridors have been identified. The second section is the Streets for People Plan, showing all the identified corridors, the proposed prioritisation, as well as an overview of different design elements that could be expected on the Streets for People corridors. The final section of the report talks about the processes for implementing The Plan.

Merri-bek Public Realm

The public realm is all the publicly owned space that is available for the community to rest, connect, and gather. Our public realm consists of our streets, our civic spaces, and our open spaces, There is overlap in the way these distinct aspects of our public realm are used and are considered, as shown in Figure 2.

This document, the Streets for People Plan, focuses on the improvement of our streets. Improvements to our civic spaces within our activity centres, will be covered under a forthcoming plan. Improvements to our open spaces is located in our Open Space Strategy and Action Plan.

In this context “Steets” refers to the entire area between the property lines in our road reserves. This includes footpaths, nature strips, laneways, road carriageway parking lanes, and all the infrastructure that resides in these areas.

People move around Merri-bek in different ways, and through these different areas of the public realm. This document focuses on Streets however there will be overlap with the other two documents and the purpose of these documents is to provide a complete picture of the Merri-bek public realm.

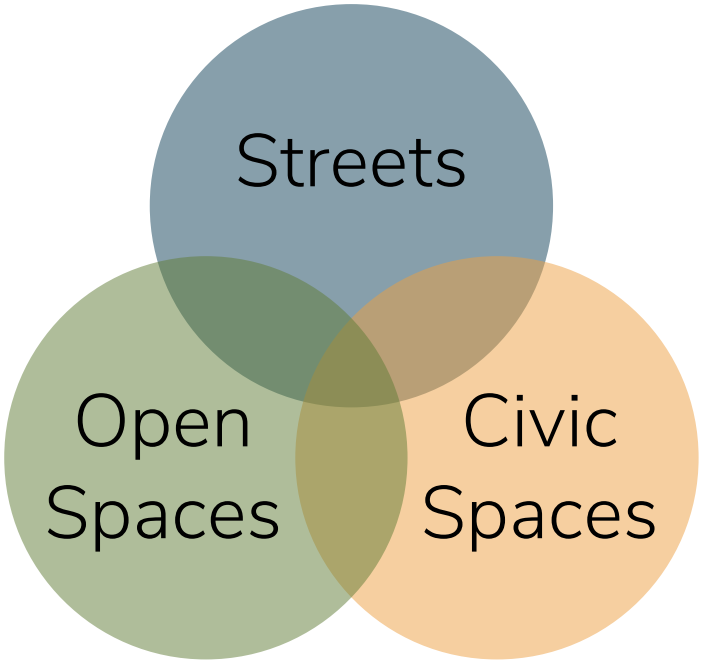


Figure 2 The public realm

Policy Context

Moving Around Merri-bek Transport Strategy

In March 2024, Council adopted the Moving Around Merri-bek Transport Strategy. The strategy is a long-term strategic document that guides how Council will make changes and manage the transport system of Merri-bek. Moving Around Merri-bek outlines the future vision and values of our transport system. These values are:

Safe, Accessible, Sustainable, Healthy, Liveable and Inclusive

The Merri-bek transport system comprises all the space and infrastructure that facilitates all of the trips made in Merri-bek. This includes the pedestrian network, cycling network, public transport networks, driving network and lane use.

The Moving Around Merri-bek strategy introduced the Streets for People Framework, which is our new approach for making changes to streets in Merri-bek. The Streets for People Framework takes a holistic approach to understanding and making changes to streets, ensuring that our values and vision are reflected in the projects making improvements to our transport system. The Moving Around Merri-bek Action Plan identified an action to develop a Streets for People Plan that outlines the network of Streets for People corridors. Figure 3 below shows the relationship between the values, the Merri-bek transport system, and Streets for People.

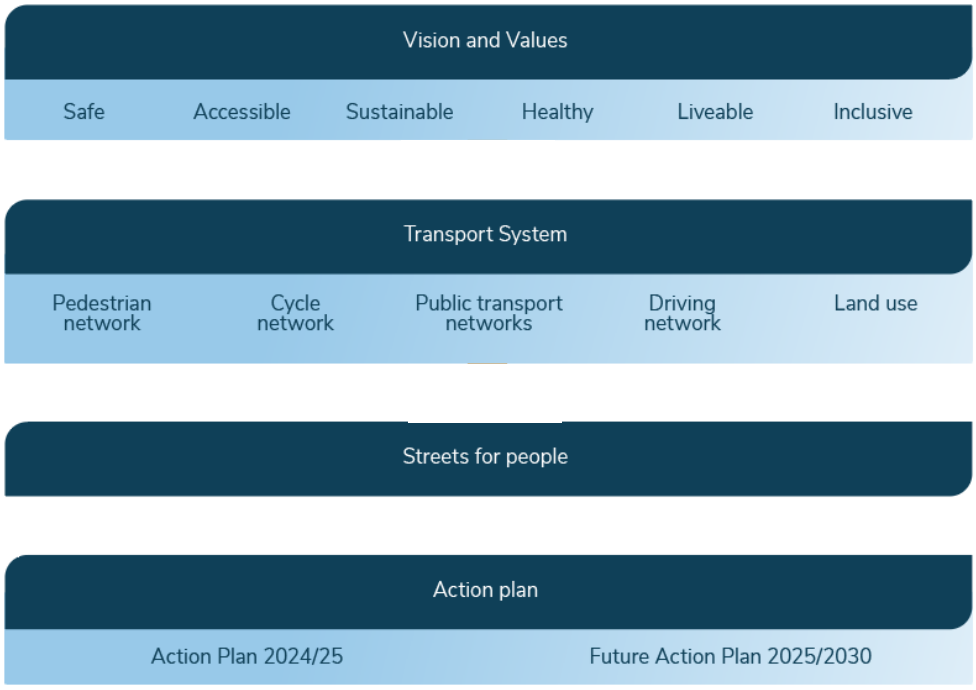


Figure 3: How Moving Around Merri-bek Transport Strategy works

Other Council Strategies and Policies

The Streets for People Plan also has overlap with a number of other Council programs, policies and strategies. These include, but are not limited to:

- Park Close to Home
- Open Space Strategy
- Urban Forest Strategy 2017-2027
- Ride and Stride
- Community Infrastructure Plan 2022-2032
- Nature Plan
- Parking Management Policy
- Open Space Strategy

Background

Street types

All streets in Merri-bek have been classified based on the State Government's and Council's aspirations for their 'movement' and 'place' function. Using these classifications, we can group streets together into one of the 6 categories shown on Figure 4 below. This can help to identify similarities and to guide the types of improvements appropriate for different streets. All streets in Merri-bek have been categorised based on these street types in the Moving Around Merri-bek Transport Strategy (p29).

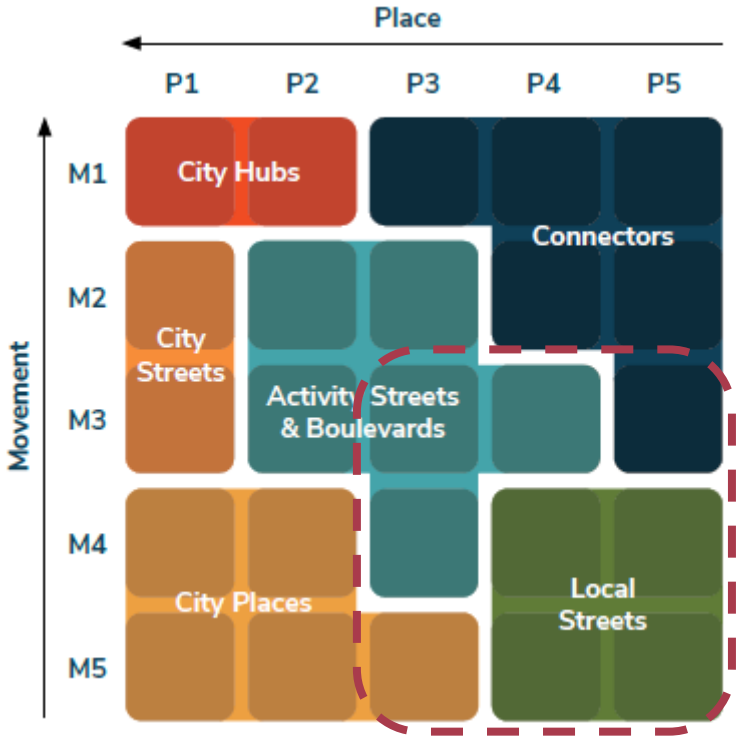


Figure 4 Movement and Place street types

The Streets for People corridors are mostly comprised of Local Streets, Activity Streets, and City Places, but there will also be small sections of corridors on Connector streets. City Hubs and City Streets typologies do not exist in Merri-bek and subsequently are not addressed in this document.

To better understand what types of changes could be proposed for streetscape improvements the following section outlines the different street types and what sort of design elements could be used to make improvements to our streets. Each project will be different depending on the type of street, the local contexts and specific needs of the area and the people who use the street.

The specific types of design elements used on each of the Streets for People corridors will be designed on a project-by-project basis, but the following examples are typical of what will be used. These examples have been shown with their most suitable street types, however there may be instances where they are used on a different street type to respond to the specific local context. This is also not an exhaustive list of design elements, as there may be other treatments used on individual projects.

Local Streets

Local Streets are the most common types of streets in Merri-bek. Local Streets should be quiet and safe and provide desirable residential access across transport modes for all ages and abilities.

Characteristics of Local Streets

Local Streets in Merri-bek are generally quieter, narrow streets with footpaths on both sides of the street. The land use is predominately residential and there is often a mix of parking on and off-street.

In the movement and place classification Local Streets have both a low place and movement function, as their function is to only move a smaller section of the community, as well as providing a place function for locals.

Streets for People Projects in Local Streets

Streets for People projects on Local Streets will typically aim for environments that are suitable for road users to share the space safely. For these types of projects, we would be proposing a mix of treatments outlined on pages 12-13. Due to their quiet nature and lower vehicle speeds separated bicycle lanes are unlikely to form part of the infrastructure improvements on projects on Local Streets, however they may still be used in small sections if appropriate

A local street is a residential street that should be predominantly used by residents of the area and not serve as a through route for vehicles. Local streets are often used as “rat runs” for people in vehicles which can be unsafe. The Streets for People projects would likely aim to reduce rat running and improve the area for residents.

Another key improvement Council would like to see as part of the Streets for People Projects is to improve the pedestrian access on our network. This involves prioritising pedestrians as well as trying to increase our Tree Canopy cover to make it more enjoyable to walk on our local streets. This is consistent with our Urban Forest Strategy which seeks to double public realm canopy cover in Merri-bek by 2030.



Figure 5 - Canning Street, Fitzroy North

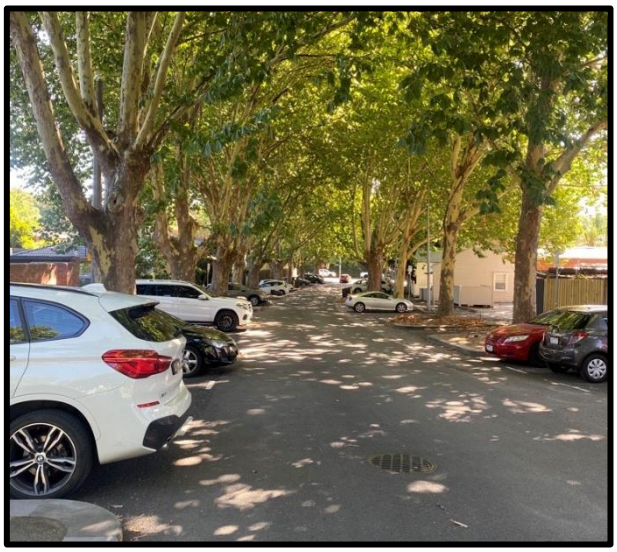


Figure 6 Harris Street, North Melbourne



Figure 7 Stewart Street, Brunswick East

Activity Streets and Boulevards

Activity Streets tend to have many competing movement functions as well as significantly more place functions than Local Streets. These streets serve as important movement functions for several transport modes, including larger vehicles.

Characteristics of Activity Streets and Boulevards

While they form an important movement function, these streets also serve an important place function for Merri-bek. These streets often have businesses, schools or other important trip generators that cause these streets to be busier than Local Streets.

A typical Activity Street is a higher traffic street that provides an important opportunity for movement of vehicles, pedestrians and bicycles into an activity centre in Merri-bek. These streets while busy will often have businesses on both sides of the street which means they generate more traffic.

Examples of high performing Activity Streets and Boulevards are displayed in figures 8-10. Different activity streets perform different functions and the types of infrastructure proposed reflects the needs of that street.

Streets for People projects in Activity Streets and Boulevards

To increase the safety of people, Streets for People corridors on Activity Streets and Boulevards will focus on separating road users where appropriate and improving the vibrancy of the streetscapes, making these locations more enjoyable to visit, but retaining the ability for movement through the area.

Similar to Local Streets, additional tree planting and pedestrian improvements will be a priority for these projects.



Figure 8 Malop Street, Geelong



Figure 9 High Street, Northcote



Figure 10 Grattan Street, Parkville

City Places

City Places in Merri-bek fall within our Activity Centres of Brunswick, Coburg, Fawkner and Glenroy. These are streets that people travel to and which perform an important place function.

Characteristics of City Places

In City Places, efficient movement along the Street is less of a priority. Successful City Places are streets where people want to visit, stop, rest and shop. These streetscapes make up the fabric and vibrancy of Merri-bek, with speciality shops, cafés and other places of importance.

Unlike Activity Streets and Boulevards, City Places are streets that serve the community primarily as place to visit and linger.

Streets for People projects in City Places

The Streets for People projects in City Places will seek to make the areas a more enjoyable place for people by prioritising pedestrian movement and making them more enjoyable places to reside.

Due to lower vehicle speeds and higher pedestrian activity the changes likely to be proposed in City Places do not require separation, but rather these projects will aim to enhance the local character and make them a more desirable place to be, strengthening the Merri-bek community. If vehicles movements are required in these streets the Streets for People projects will seek to improve safety by lowering speed and volumes of vehicles.

The types of infrastructure that could be proposed for city places are outlined on Pages 12-13.



Figure 11 Greville Street, St, Kilda



Figure 12 Little Malop Street, Geelong



Figure 13 Guilford Lane, Melbourne CBD

Connectors

Connectors perform a more significant movement function than other street type in Merri-bek.

Characteristics of Connectors

Connectors are primarily movement corridors that allow people to travel safely around Merri-bek. These streets often have higher speeds, and higher traffic volumes than the other Street Types.

A successful connector should provide reliable and efficient movement and should mitigate the impact of vehicles on surrounding local streets, by providing the most appropriate street for vehicle movements.

Streets for People projects in Connectors

This street type is less appropriate for Streets for People projects however there will be small sections of the Network that are proposed to be on Connector Streets.

In these situations, it is important to separate road users from each other, and to limit the impact of the movement function on the surrounding environments.

While connectors perform an important movement function for vehicles, people walking and riding still use these streets for both movement and to visit. Subsequently there are improvements that can be made as part of any Streets for People project than can benefit people walking.



Figure 14 Wellington Street, Collingwood



Figure 15 Royal Parade, Parkville

Typical Design Elements

There are a number of design elements or infrastructure pieces that can be used to make improvements to our streets. Each project is different and the design elements that could be considered are dependent on the type of street, the local contexts and specific needs of the area and the people who use the street. Figure 16 shows the summary of typical design elements that could be used on Streets for People Projects and the street types most suitable for each treatment.

Pages 13 and 14 provides image examples of each of the design elements. Each design element would be proposed to address a specific transport or place challenge or issue and is site dependent. The design elements range from large interventions such as road closures and separated bicycle lanes to smaller holistic improvements including seating or improvements to the footpath width.

The specific types of design elements used on each of the Streets for People Corridor projects and targeted projects will be designed on a project-by-project basis, but the examples provided are typical of what could be used. Community consultation would occur for each project which would involve a discussion on potential infrastructure and design elements.

These examples have been coded to show their most suitable street types, however there may be instances where they are used on a different street type to respond to the specific local context. This is also not an exhaustive list of design elements, as there may be other treatments used on individual projects that may be more suitable.

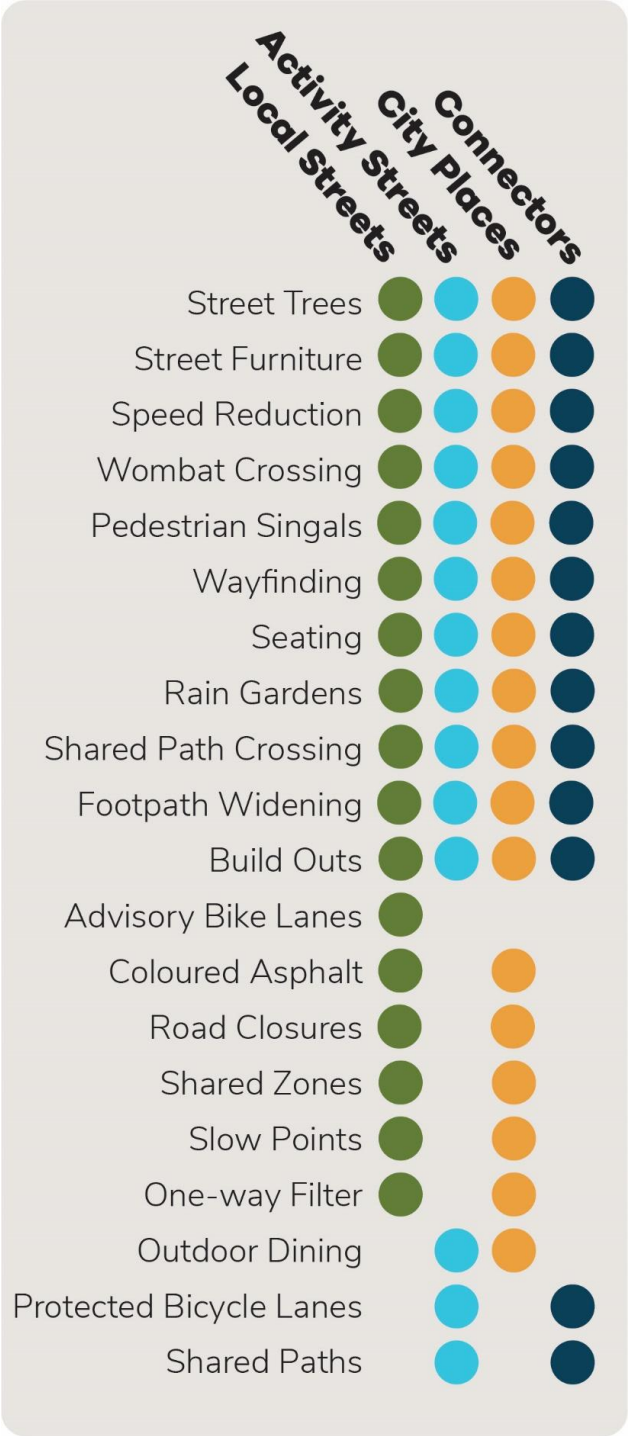


Figure 16 Streets for People Design Elements

Examples of Design Elements

Local Streets

Low Movement and Low Place Function Changes would be to improve make these streets quiet and safer for residents and people walking and riding.

City Places

Low Movement and High Place Function. Improvements would improve amenity and make these places nicer to visit.

Activity Streets and Boulevards

High Movement and High Place Function Improvements would balance the competiting needs of these Streets.

Connectors

High Movement and Low Place Function. Improvements would seek to seperate transport modes and improve safety.



Street trees



Street lighting



Street furniture



Speed reduction



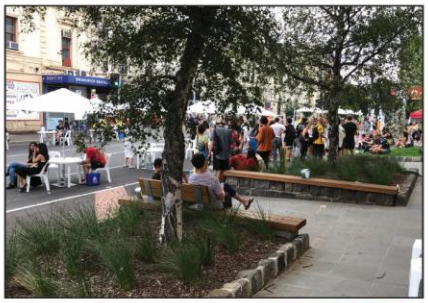
Wombat crossing



Pedestrian signals



Wayfinding



Seating



Rain gardens



Shared Path Crossing



Footpath widening



Build Outs



Advisory bike lanes



Coloured asphalt



Road Closures



Shared zones



Slow points



One-way filter



Outdoor Dining



Protected bike lanes



Shared paths

Streets for People Plan

How corridors were identified

The network of Streets for People Corridors have been identified using the 3 criteria shown on Figure 17 below.

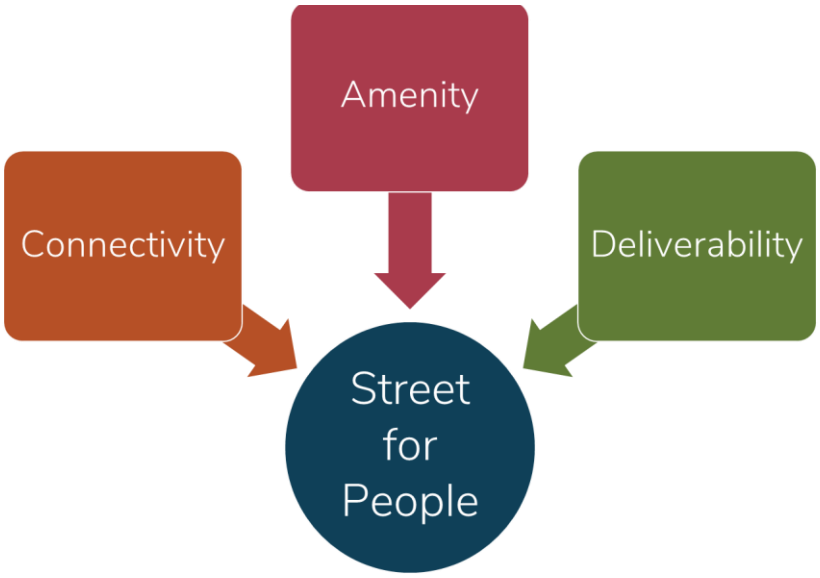


Figure 17 Corridor selection criteria

Criteria 1 – Connectivity

Streets for People corridors need to help people connect with key local destinations in their area. In particular:

- Schools, kindergartens, and childcare centres
- Activity centres and local shopping strips
- Train stations and public transport stops
- Parks, leisure centres, and other key destinations
- Existing walking and riding infrastructure

Criteria 2 – Amenity

Streets for People corridors should help focus efforts to improve the amenity of local areas and make it safer and easier for residents meet their local needs by sustainable transport modes. This includes:

- Improving local places and existing walking and riding routes
- Facilitating local economic activity
- Addressing heat vulnerability
- Addressing road safety concerns

Criteria 3 – Deliverability

Streets for People corridors need to be on streets where changes are possible, and take advantage of other project opportunities. This includes:

- Local contexts such as topography, street classifications, flooding, and road width
- Consideration for total lifecycle costs, including maintenance of infrastructure
- Responding to external opportunities, such as level crossing removals and major projects
- Coordinating with other Council projects and strategic objectives
- Community support

Streets for People Network

The map in Figure 18 below shows our long-term Streets for People network for corridor and streetscape improvements. Each street segment along the corridors is coloured according to its street type category.

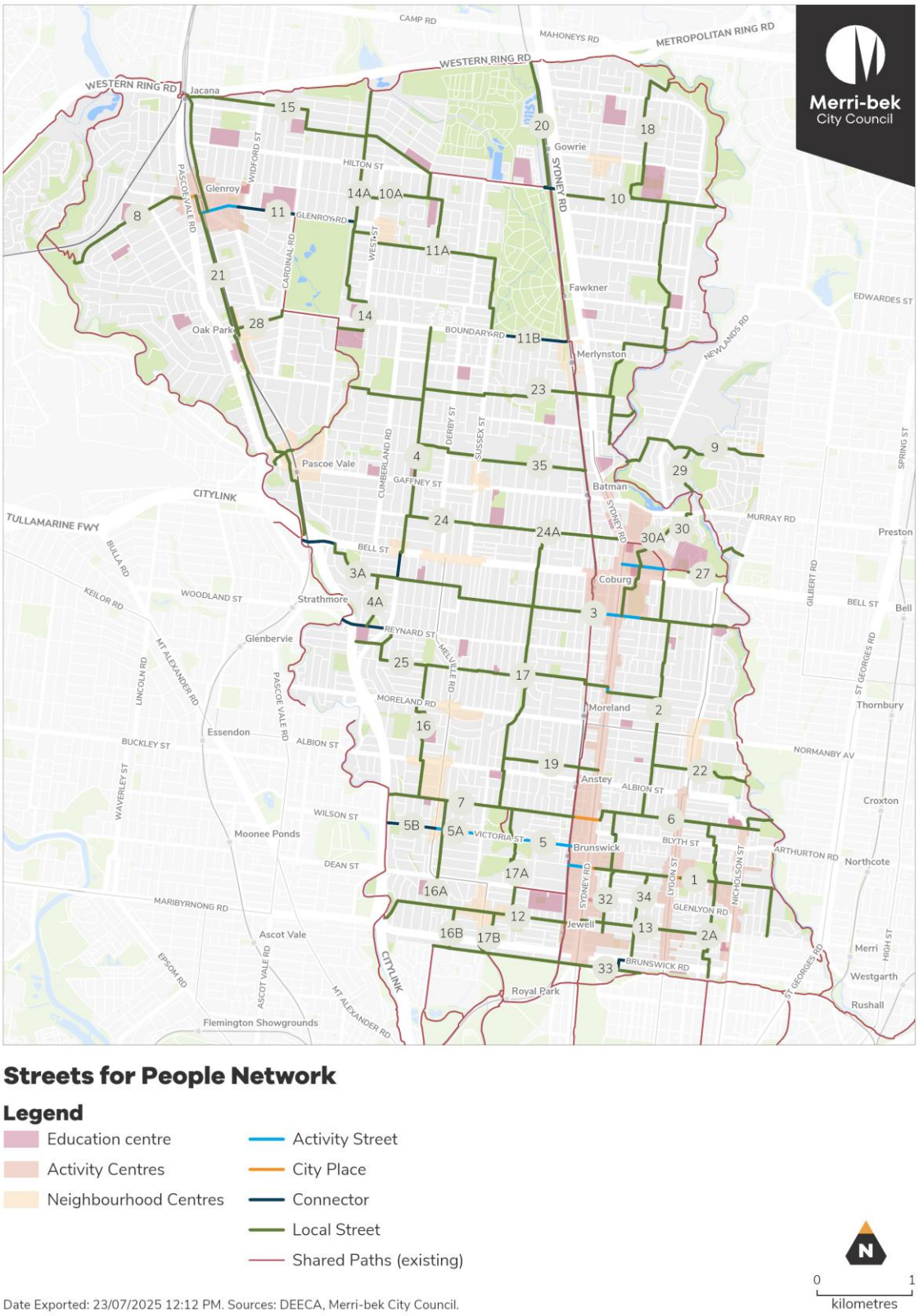


Figure 18 Street for People Network – Street Type

Network Status

To achieve the long-term Streets for People Network, Council has outlined the network status of the Street for People projects. The status for new Streets for People projects is outlined in *Figure 19 Streets for People Network* - Status, and list of all projects can be found in the Appendix on Page 23-24.

Existing Network

The existing network includes existing infrastructure that makes it easier to move safely around Merri-bek, including our shared user paths in open spaces such as the Merri creek trail or existing on road infrastructure such as existing bicycle lanes on Dawson Street, Brunswick. The Streets for People Network uses these existing pieces of infrastructure to form the building blocks of the final long-term Streets for People Network.

Planned Network

The Planned network refers to projects that are already in design process. These projects have been identified through previous capital works programs and Council budgets. These projects are already subject to the streets for people project process for engagement and delivery.

The planned projects can be found in Table 1 below.

Table 1 Planned Network

Corridor No	Project	Type	Project Status
5	Victoria St, Brunswick – Pearson Street to Sydney Road	Corridor Project	Preferred Design Endorsed by Council. Undergoing detailed design
3	Harding and Munro St, Coburg – Rose St to Nicholson St	Corridor Project	Concept Design Stage
1	Albert St, Brunswick – Upfield Line to Merri Creek	Corridor Project	Concept Design Stage
7	Hope St, Brunswick – Moonee Ponds Creek to Sydney Rd	Corridor Project	Concept Design Stage
21	Craigieburn Line Active Transport Link, Oak Park – Glenroy Rd to Oak Park Station	Targeted Project	Background Analysis and advocacy
24	O'hea Street – Irvine Street to Sussex Street	Targeted Project	Preferred Design Endorsed by Council. Undergoing detailed design
20	Upfield Extension, Boundary Road to M80 Ring Road Trail	Targeted Project	Being delivered by the Department of Transport and Planning
27	Urquhart Street – Sydney Road to Pentridge Boulevard	Targeted	Background Analysis
29	Edgars Creek Trail – Merri Creek to Ronald Street bridge	Targeted	Background Analysis
30	Oriley Road – Murray Road to Coburg High School	Targeted	Improve connection to Coburg High School

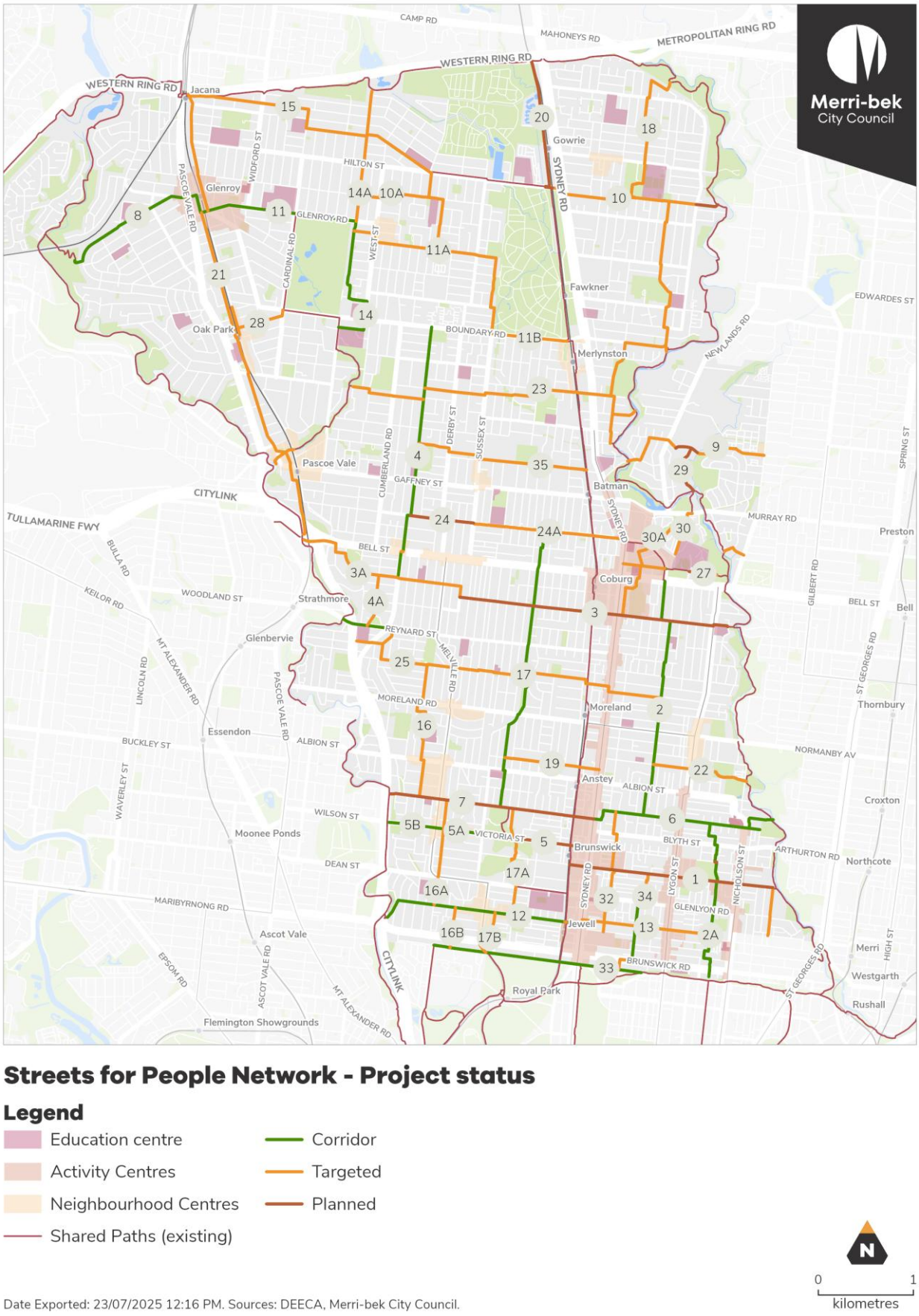
Proposed Network – Corridor and Targeted Network

New projects are identified on the proposed network. These projects are split into corridor projects and targeted projects. The difference between a corridor project and a targeted project is the scope of changes proposed, in that a corridor project would see significant changes to how the street functions while a targeted project is smaller in size.

Subsequently, corridor projects would involve additional community consultation, and additional capital works investment. Outlining the project type at this stage allows for more projects to be delivered using existing Council resources.

The process for delivering both corridor projects and targeted projects is outlined on Page 19.

The map below in Figure 19 shows the network status of the identified street improvement corridors. The status has been assessed based on current projects already underway and proposed projects. It also shows whether the proposed projects are a full corridor project or a smaller targeted project.



Streets for People Network - Project status

Legend

- Education centre
- Activity Centres
- Neighbourhood Centres
- Shared Paths (existing)
- Corridor
- Targeted
- Planned

N

0 1 kilometres

Date Exported: 23/07/2025 12:16 PM. Sources: DEECA, Merri-bek City Council.

Figure 19 Streets for People Network - Status

High Priority Projects

Table 2 below outlines the projects that have been identified as high priority. Projects have been identified as high priority based on their alignment with time-sensitive projects, such as the level crossing removal project, or due to their strategic importance provided in the 'rationale' column of the table.

This table will be reviewed and updated prior to 2030 to reflect progress on delivering Streets for People projects and the highest priority projects at the time of publication.

Table 2 High Priority Projects

Corridor #	Project	Type	Rationale
2	Barrow Street, Coburg – Bell Street to Stewart Street	Corridor	Improve connection to Coburg High School, Merri-bek Primary School, and St Bernards Primary School. Align with Yarra Valley Water M4 pipeline upgrade on Barrow Street.
6	Stewart Street, Brunswick – Sydney Road to Merri Creek	Corridor	Sequence to align with Hope Street project (already in design) to a deliver a 'Creek to creek' Streets for People corridor through Brunswick.
8	Clovelly Avenue, Glenroy West - Glenroy Station to Moonee Ponds Creek	Corridor	Create a safe connection between Gowanbrae, Moonee Ponds Creek and Glenroy Activity Centre. Improve connection to Glenroy West Primary School (existing Ride and Stride School (Glenroy West Primary)
12	Union Street, Brunswick – Moonee Ponds Creek to Syndey Road	Corridor	Align with Level Crossing Removal Project
2A	John Street, Brunswick East – Albert Street to Capital City Trail	Corridor	Improve connection to Capital City Trail and major active transport commuter routes, with existing strong demand.
34	Ewing Street, Brunswick – Glenlyon Road to Brunswick Road	Corridor	Improve access to Barkly Square, Capital City Trail, Brunswick Primary School and Princes Hill Primary School.
11	Glenroy Road, Glenroy – Glenroy Station to West Street	Corridor	Connect to Glenroy College and Glenroy Activity Centre
17	Shaftsbury Street, Coburg – O'Hea Street Tinning Street	Corridor	Improve connection between Streets for People Corridors
10	Roma Street, Fawkner – Sydney Road to Merri Creek	Targeted	Identified in Fawkner Transport Study as high priority project

Process

Table 3 shows the process that we undertake from inception of the Streets for People Plan, selecting corridors for design, community engagement, a Council decision on the preferred design, and post-construction evaluation. This process provides a general overview of the steps we will take for each project. However, steps in this process may be altered as we tailor our approach to each individual project and its unique needs.

Table 3 Streets for People Process

Stage	Step	Purpose	Corridor project	Targeted project
Streets for People Plan	Transport System	How does the transport system, and the different network layers, work together?	X	X
	Movement and Place	What role does this street play in the wider transport network?	X	X
	Identify streets	Identify streets to comprise the Streets for People network based on the criteria shown above.	X	X
	Community engagement	Ensure the identified Streets for People network meets the community expectations and needs. This stage of community engagement will be 'Consult' on the IAP2 spectrum.	X	X
Funding secured	Corridor design	Corridors selected based on priority identified within the Streets for People Plan. Council budget or grant funding secured for design.	X	X
Corridor project	Background analysis	Confirm Movement and Place Role. Healthy Streets design check on existing conditions. Site investigations and technical assessments	X	X
	Aspirations Community engagement	Understand from the community what is important for them on that corridor and what they want to see change. Effort should be made to target priority groups that may be impacted by the project and may not typically get involved in consultation. This stage of community engagement will typically be 'Consult' on the IAP2 spectrum, but may differ from project to project to accommodate different needs.	X	
	Concept design	Develop concept designs that address issues identified through background analysis and first stage of community engagement.	X	X
	Community engagement on design options	Take one or multiple design options to confirm with the community that the proposed designs align with their aspirations. Effort should be made to target priority groups that may be impacted by the project and may not typically get involved in consultation. This stage of community engagement will typically be 'Consult' on the IAP2 spectrum, but may differ from project to project to accommodate different needs.	X	X
	Implementation	Council decision (where required) on preferred design. Detailed design and technical assessments undertaken on endorsed design. Inform letter to affected residents. Update Conversations Merri-bek page Construction funding secured and commenced.	X	X
	Evaluation	Post-construction evaluation to determine if final design aligns with intentions of the project. Healthy Streets design check. Pedestrian and riding counts.	X	X

Design considerations

While every Streets for People project will be different, the design process for each project will generally involve similar elements. These include:

- Consideration of local context: Improvements need to be designed for the specific context of each individual street. Pages 11-12 of this report detail typical design treatments that will be used for different street types. However, there may be circumstances where different design treatments are more appropriate to meet the local needs.
- Access to nearby destinations and community infrastructure: Not all key destinations will be located directly on a Streets for People corridor. As such, the design on a corridor project should also take into consideration how people will access destinations that are nearby. This may result in smaller infrastructure interventions being proposed just off the Streets for People corridors.
- Best practice design guidelines: All design for Streets for People projects should be informed by appropriate best practice design guidelines. Examples include Austroads Guide to Road Design, and Road Design Notes from DTP.
- Healthy Streets framework: The Healthy Streets framework (summarised in Figure 20 below) will be used for each Streets for People project, to ensure that designs are focused on improving streets for the use by all people.
- Naming new assets: If a Streets for People project results in a new asset that requires naming, such as a new pocket park or open space, the asset is to be named in accordance with the Naming Merri-bek Places Policy (2013), encouraging the use of traditional Aboriginal names, subject to involvement and agreement with relevant Aboriginal communities.
- Incorporating Aboriginal knowledge and information: Streets for People projects will typically involve some wayfinding, and where appropriate, opportunities to incorporate Aboriginal knowledge and information into wayfinding should be taken.



Figure 20 Healthy Streets framework

Supporting the delivery of projects

Streets for People projects will focus on infrastructure interventions that help to ensure the needs of people are catered for in the design of the corridors. However, it is also important that programs and activities that support these infrastructure interventions are run simultaneously that help local residents get the most out of the proposed changes.

As every Streets for People project will be different, the timing, design, and specific objectives of supportive programs and activities will differ on a project-by-project basis. Generally, programs and activities will aim to:

- Address barriers that prevent people from walking and riding for transport purposes, such as societal norms, perceived safety, skills, confidence and knowledge
- Encourage safe behaviour for all road users
- Encourage more people to walk and ride along the Streets for People corridor, or to visit and spend time at activity areas along the corridors

Programs and activities may be one-off or bespoke for the particular project. Or they may be existing programs run by Council, such as Ride and Stride and Open Streets (Figure 21 below), targeted to areas where Streets for People projects are forecast.



Figure 21 Open Streets

To ensure that the supportive programs match the scale of the Streets for People projects, 2.5% of the capital expenditure allocated to each project will be dedicated to the design and delivery of the programs and activities.

Monitoring and Evaluation

The Plan

Regular monitoring of the progress of the Streets for People Plan will be undertaken as part of our regular reporting on transport in Merri-bek, which is done every 2 years. Some of the measures we will report on are:

- Number of Streets for People corridor improvements designed
- Number of kilometres of Streets for People corridor improvements delivered
- Proportion of residents within proximity of safe active transport infrastructure
- Proportion of key community infrastructure facilities (schools, childcare centres, kindergartens, leisure centres, etc) accessible via safe active transport infrastructure
- Amount of external funding received for Streets for People corridors
- Crash statistics on projects delivered

The Streets for People Plan and the prioritisation of future projects is to be reviewed every 4 years.

Individual Streets for People Projects

We will also evaluate every Streets for People project that is delivered. There may be specific measures for individual projects, but generally we will monitor projects by:

- Undertaking before and after Healthy Streets design checks
- Collecting qualitative data to understand how people feel about the project
- Ongoing quantitative data collection to understand how the corridors are being used
- Road Safety Audits
- Reviewing crash statistics

This will be funded by dedicating 2.5% of the capital expenditure budget allocated to the project to monitoring and evaluating the impacts of the project.

Appendix

Project list

SfP #	Streets for People Corridor Name	Segment #	Route Extent	Project Type
1	ALBERT STREET	1	Upfield Line to Merri Creek	Corridor Project
		1a	Albert Street to May Street (King Street)	Targeted Project
2	BRUNSWICK EAST SHIMMY	2	Bell Street to Stewart Street	Corridor Project
		2a	Stewart Street to Capital City Trail	Corridor Project
3	HARDING AND MUNRO STREET	3	Rose Street to Merri Creek	Corridor Project
		3a	Moonee Ponds Creek to Rose Street	Targeted Project
4	LANDELLS ROAD AND GALIPOLLI STREET	4	Boundary Road to O'Hea Street	Corridor Project
		4b	Gallipoli Street	Corridor Project
5	VICTORIA STREET	5	Pearson Street to Sydney Road	Corridor Project
		5	Moonee Ponds Creek to Melville Road	Corridor Project
		5	Melville Road to Pearson Street	Corridor Project
6	STEWART STREET	6	Sydney Road to Merri Creek	Corridor Project
7	HOPE STREET	7	Moonee Ponds Creek to Sydney Road	Corridor Project
8	CLOVELLY AVENUE	8	Moonee Ponds Creek to Glenroy Station	Corridor Project
9	KODAK	9	Merri Creek to Elizabeth Street	Targeted Project
10	ROMA STREET – HILTON STREET – NORTH STREET	10	Syndey Road to Merri Creek	Targeted Project
		10a	Regent Street to Valencia Street	Targeted Project
11	GLENROY ROAD - MIDDLE STREET	11	Glenroy Station to West Street	Corridor Project
		11a	West Street to Boundary	Targeted Project
		11b	Boundary to Upfield	Targeted Project
12	UNION STREET	12	Moonee Ponds Creek to Sydney Road	Corridor Project
13	EDWARD STREET	13	Sydney Road to John Street	Targeted Project
14	FARVIEW STREET - VALENCIA STREET	14	Northumberland Road to Glenroy Rd	Corridor Project
		14a	Glenroy Road to M80 Trail	Targeted Project
15	JACANA STATION CONNECTION	15	Middle Street to Jacana Station	Targeted Project
16	DALY STREET - WALHALLA STREET	16	Woodlands Street to Hope Street	Targeted Project
		16a	Hope Street to Union Street	Targeted Project
		16b	Union Street to Park Street	Targeted Project
17	BRUNSWICK WEST SHIMMY	17	O'hea Street to Hope Street	Corridor Project
		17a	Hope Street to Union Street	Targeted Project
		17b	Union Street to Park Street	Targeted Project
18	FAWKNER SHIMMY	18	Keady Street to Moomba Park	Targeted Project
19	TINNING STREET	19	Thistle Street to Sydney Road	Targeted Project
20	UPFIELD SUP EXTENSION	20	Box Forest Road to M80 Trail	Targeted I Project
21	CRAIGIEBURN LINE LINK	21	Oak Park Station to Glenroy Road	Targeted Project
		21	Oak Park Station to Gaffney Street	Targeted Project

		21	Glenroy Station to Jacana Station	Targeted Project
22	MITCHELL STREET	22	Sydney Road to Merri Creek	Targeted Project
23	SHORTS ROAD	23	Westbreen Creek to Merri Creek	Targeted Project
24	OHEA STREET	24	Irvine to Sussex	Targeted Project
25	WOODLANDS AVENUE	25	Coonans Road to Barrow Street	Targeted Project
26	REYNARD STREET	26	Moonee Ponds Creek to Winfred Street	Corridor Project
27	URQUHART STREET – DE CHENE RESERVE – GOFF STREET	27	Sydney Road to Pentridge Blvd	Corridor Project
		27a	Armstead Avenue to Elizabeth Street	Targeted Project
28	CHARLOTTE STREET	28	Waterloo Street to Cardinal Road	Targeted Project
29	EDGARS CREEK LINK	29	Edgars Creek Bridge to Merri Creek	Targeted Project
30	COBURG HIGH LINK	30	Murray Road to Coburg High	Targeted Project
		30a	Urquhart Street to Harding Street	Targeted Project
31	WESTBREEN CREEK LINK	31	Railway Parade to Moonee Ponds Creek	Targeted Project
32	CENTRAL BRUNSWICK SHIMMY	32	Glenlyon Road to Brunswick Street	Targeted Project
		32a	Brunswick Street to Park Street	Targeted Project
33	PARK STREET	33	Oak Street to Capital City Rail Trail	Corridor Project
34	MINNIE STREET – EWING STREET – STRANGER STREET	34	Glenlyon Road to Brunswick Road	Corridor Project
		34a	Brunswick Road to Park Street	Targeted Project
		34b	Albert Street to Glenlyon Road	Targeted Project
35	CHARLES STREET – ATTERCLIFFE AVENUE – RAEBURN STREET	35	Landells Road to Upfield Line	Targeted Project

Glossary of terms

Build Outs – Also known as a kerb extension, a build out reduces the crossing distance on the road for pedestrians, and also narrows the roadway which can reduce traffic speeds, and tighten up intersections which reduces cornering vehicle speeds which improves safety.

Healthy Streets – Is an approach to planning public places and transport improvements that incorporates public health, with an aim of creating better places for human activity on streets. The Healthy Streets approach is based on 10 indicators that are considered essential for streets to create fair, sustainable and attractive urban spaces for people to be.

Movement and Place - Movement and Place is a Victorian Government developed framework for analysing streets. It recognises that streets allow us to move from A to B, but that they also are places for people to visit, live and enjoy.

Open Streets - Is Merri-bek led program that opens streets for use by people by blocking car traffic temporarily which allows for people to use the street for enjoyment or economic activity. This is primarily done around primary schools to make it safer for children to get to school.

One-Way Filter – Is a piece of infrastructure that prevents movement into our out of a street. It is different to a one way, as two way traffic is still allowed into a street, just not at the entry or exit point.

The Plan – The plan refers to the “Streets for People Plan” which is this document

Protected Bicycle Lanes – refer to bicycle lanes that have physical separation from traffic or parked cars. This type of protection could be concrete kerbs or nature strips, trees etc.

Rain Gardens – Are garden beds that capture rain or water runoff and filter the water before it enters the ground or pipes. They also slow down the speed in which water enters the system subsequently reducing flooding intensity. Rain gardens are often categorised under Water Sensitive Urban Design (WSUD)

Streetscape – Refers to the appearance and design of our streets in a town or city.

Streets for People – Streets for People is our new framework for making improvements to Merri-bek's transport network. It takes a holistic approach to understanding how our streets function, guiding how we make changes to streets to benefit all users, and ensure we are working towards long-term goals for building a better Merri-bek transport system.

Street furniture – Refers to infrastructure that is installed on footpaths and in the public realm. This includes benches, light posts, street signs, bicycle hoops or water fountains.

Thresholds - A threshold refers to a raised section of the road which connects two footpaths at grade. It is designed to make it easier to cross the road for people walking, and slow vehicle traffic turning.

Traffic Filter - A traffic filter is infrastructure that blocks a type of transport for using a street, usually a vehicle but allows other forms of transport to continue using the street.

Transport System – Is the network of infrastructure, different transport types including walking and riding that move people, goods between locations.

Wombat Crossing - Is a raised pedestrian crossing, that give priority to pedestrians crossing the road. It is an improved version of a zebra crossing as it allows for pedestrians to cross at grade and slows vehicles as they have to drive over a raised section of the road.