



Merri-bek
City Council

Moving Around Merri-bek

Action Plan 2025-2029

Engagement Report



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Acknowledgement of Country

Merri-bek City Council acknowledges the Wurundjeri Woi-wurrung people as the Traditional Custodians of the lands and waterways in the area now known as Merri-bek. We pay respect to their Elders past, present, and emerging, as well as to all First Nations communities, who significantly contribute to the life of the area.

Executive summary

Consultation Process

Between 23 October and 1 December 2025, Merri-bek City Council asked the community: Is the draft Moving Around Merri-bek Action Plan 2025-2029 heading in the right direction?

We invited people to:

1. Review the draft Action Plan
2. Share feedback on the proposed actions

Platforms Used

- Online survey
- In person pop-up sessions

Consultation Process



62

Total surveys
Completed



4

Written
submissions



3

Pop-up sessions



80

People Interacted
with

What you told us

Overall, the community supports the direction of the Action Plan – with clear expectations for how we deliver it. 52% of respondents rated the draft Action Plan as good or very good. Across all feedback, six key themes emerged:

1. **Road safety and speed management are front and centre**
 - Safer speeds, traffic calming and better crossings were raised more than any other issue. People want 30 km/h zones, raised crossings, and Council to push the State Government harder on safety improvements to major roads.
2. **Strong support for walking and cycling – with a call for local detail**
 - People back the focus on active transport but want to know what it means for their street, their school, or their shops through clearer examples in the final plan.
3. **Equitable, place-responsive mobility solutions matter – including for driving and parking**
 - People told us that their mobility needs vary significantly by location. Northern suburbs often have fewer alternatives to driving and longer trips, while southern suburbs face different pressures as density increases. Respondents from across Merri-bek supported improving walking, cycling and public transport, but emphasised that decisions about driving and parking must respond to local conditions, growth patterns, and existing reliance, so that outcomes are equitable and practical in everyday life.
4. **Schools and child-friendly mobility are a powerful call to action**
 - Safe routes to school and Ride & Stride received overwhelmingly positive feedback. People see this as where change can be most visible and meaningful – but only if behaviour change programs are backed by safer infrastructure.
5. **Advocacy for public transport improvements and other big-ticket items really matter**
 - Upfield line duplication, better buses, accessible tram stops, safer state-managed roads – people want Council to be loud, specific and persistent in pushing the State Government for improvements that genuinely give people alternatives to driving.
6. **Show us the results – accountability matters**
 - Don't just write another plan. Set clear targets, measure what matters, and report back annually on what's actually changed.

The message is clear: Merri-bek is ready for change – as long as it's equitable, measurable, and visible.

Introduction

Over five weeks in late 2025, we asked the community: Is the draft Moving Around Merri-bek Action Plan 2025-2029 heading in the right direction? The answer was clear – people want safer streets, slower speeds, better alternatives to driving, and equitable, place-responsive solutions. They also want to see it happen with measurable outcomes and accountability. This report shares what we heard, and how that feedback will shape the final Action Plan.

How we move around Merri-bek shapes our everyday lives – our health, our safety, our connections to people and place, and our sense of equity across the municipality.

In 2024 Council adopted Moving Around Merri-bek, our long-term transport strategy. It sets a vision for a transport system that is safe, accessible, sustainable, healthy, liveable, and inclusive.

The Moving Around Merri-bek Action Plan 2025-2029 sits alongside the strategy. It takes those long-term values and turns them into practical actions for the next four years – focusing on better streets, safer travel to school, stronger advocacy to the State Government, and equitable, place-responsive outcomes across our diverse set of suburbs.

We wanted to make sure the draft Action Plan felt meaningful and real to the people who use Merri-bek's streets every day. So, we developed a survey where the community could let us know:

- Does the draft Action Plan reflect your lived experience of getting around?
- Are we focusing on the right actions?
- Are there gaps or things we have missed?
- Is the plan easy to understand and useful?

This wasn't a tick-box exercise. We genuinely wanted to test whether we'd turned big strategic goals into the right actions – actions that feel real to the people who use these streets every day.

How This Engagement Fits with Previous Work

The Action Plan did not start from scratch. When we developed the Moving Around Merri-bek Transport Strategy, we ran a large engagement process – including workshops, surveys, pop-ups and written submissions. People told us they wanted:

- Safer streets and crossings
- Better options for walking and bike riding
- Equitable access to public transport
- A transport system that supports health, climate and equity goals

These earlier themes directly shaped the draft Action Plan, with a focus on:

- Improving local walking and cycling options
- Scaling up Streets for People projects to create safer, greener and more inviting streets
- Making neighbourhood trips safer, especially around schools
- Advocating for State-led improvements like better public transport and safer main roads

This engagement step was about checking: Did we get it right? Are these the right set of actions for the next four years?

How We Listened

Engagement Activities

We used a mix of online and in-person activities:

- Online survey on Conversations Merri-bek
 - Open from 23 October to 1 December 2025
 - Included both multiple-choice and open-text questions
- Five planned pop-up sessions across Merri-bek, with three delivered and two cancelled due to unsafe weather:
 - Fawkner Festa – cancelled due to unsafe weather
 - Glenroy Library – held
 - Fawkner Leisure Centre – held
 - Fleming Park – held
 - Coburg Farmers Market – cancelled due to unsafe weather
- Written submissions
 - 4 written submissions – 2 from community groups and 2 from individual residents

In addition to the engagement activities above, we promoted the opportunity to participate through Council communications channels (e.g. social media pages), to help reach people across all suburbs and encourage broad participation.

Who Took Part

- 62 people completed the online survey
- 4 groups/individuals sent written submissions
- Across the three pop-up sessions we interacted with around 80 people. This included:
 - Short interactions with many people passing by, where we passed out flyers with a QR code to the Conversations Merri-bek page
 - Speaking in detail with around 15 people and taking notes so their feedback could be considered alongside online survey responses.

Limitations and Areas for Improvement

Like any engagement process, there were constraints:

- Two planned pop-up sessions were cancelled due to severe weather warnings, reducing our chance to talk to people at community events.
- Overall respondent numbers were modest for a city the size of Merri-bek, meaning some voices and neighbourhoods may be under-represented.
- Some respondents noted that:
 - The document used technical language
 - There was a lack of translated material
 - The plan could be clearer about where and when actions would occur

These are important lessons we will carry into both:

- The finalisation of this Action Plan
- Future engagement processes

Who We Heard From

Gender

As shown in Figure 1, of the 62 survey respondents:

- About 37% identified as women
- About 45% identified as men
- Around 2% identified as non-binary
- Around 2% preferred not to say
- Around 15% did not provide gender information

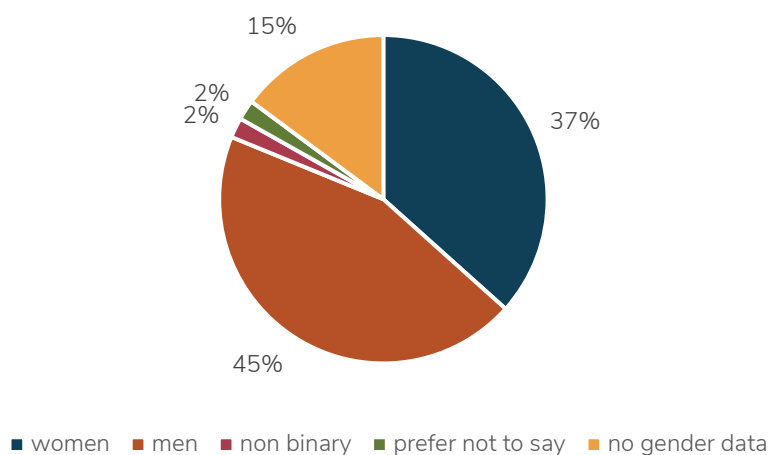


Figure 1: Percentage of responses by gender

Age

As shown in Figure 2, the survey reached people of many ages. The largest groups were:

- 35-44 years – around 23% of respondents
- 45-54 years – around 16%
- 65-74 years – around 16%

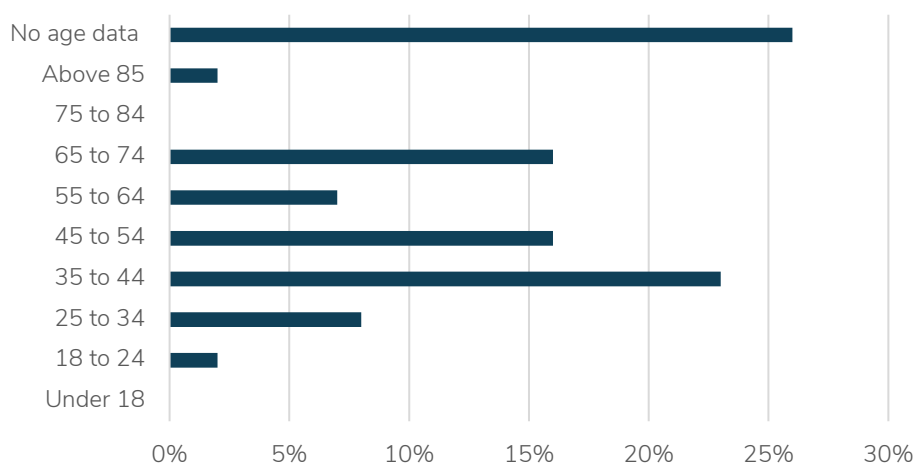


Figure 2: Percentage of responses by age group

Community

People from across Merri-bek took part. The strongest participation came from:

- Brunswick – around 37% of responses
- Coburg North – around 26%
- Pascoe Vale South – close to 9%
- Glenroy – close to 9%

We also heard from residents of Brunswick East, Brunswick West, Fawkner, and other suburbs across the city. Percentage of responses received by suburb is shown in Figure 3.

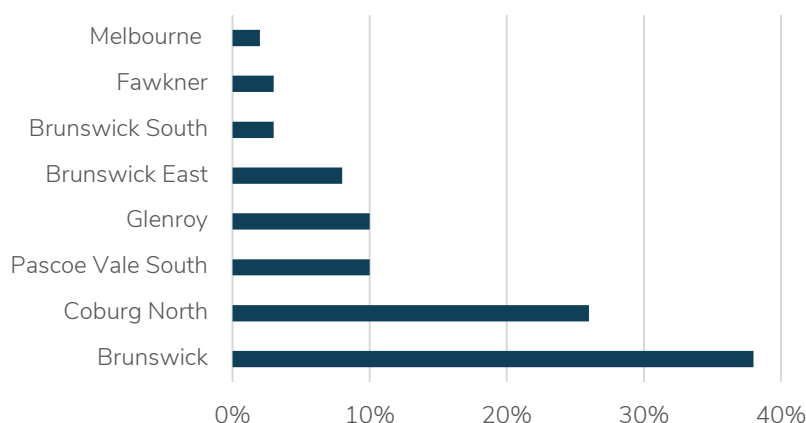


Figure 3: Percentage of responses by suburb

Diversity and Lived Experience

As part of the survey, we included optional questions about background and lived experience to better understand the diversity of people we reached through this engagement.

Of the respondents who chose to answer these questions, we heard from:

- 1 person born overseas
- 1 person who speaks a language other than English at home
- 7 parents or guardians of children
- 1 person living with a disability
- 1 person who cares for a person living with a disability
- 1 member of the LGBTIQ+ community

While these questions were optional and were not answered by most respondents, the responses demonstrate that feedback was informed by community members with a range of lived experiences, caring responsibilities, and cultural backgrounds.

Pop-Up Events

Across the three pop-up events, we interacted with about:

- 10 people at the Glenroy Library and Community Hub
- 25 people at the Fawkner Leisure Centre
- 35 people at Fleming Park, Brunswick East

Written Submissions

We received four written submissions on the draft Action Plan. Of these:

- 2 were from community advocacy groups
- 1 was from a member of the Strategic Transport Reference Group
- 1 was from a community member who wanted to express more thoughts than the open-text boxes in the online survey would allow

What We Asked

The Conversations Merri-bek webpage included a high-level summary of the draft Action Plan, a full copy of the draft Action Plan, and a 'Plan on a Page' poster we used to highlight key elements of the draft Action Plan to people we interacted with at our pop-up events.

By providing multiple ways for people to learn about the draft Action Plan based on the amount of time they had available, everyone had a chance to get a reasonable understanding of the plan.

After reading one or more of these materials, the survey asked people to:

1. Rate their overall feelings about actions included in each of the plan's three sections:
 - Infrastructure
 - Plans & Programs
 - Policy & Advocacy
2. Share feedback on each of these three sections in their own words via open-text boxes
3. Rate the Action Plan as a whole
4. Provide any other comments, ideas, or concerns about the plan via an open-text box

This mix of rating questions and open-text boxes gave us both:

- A picture of overall support for each part of the plan
- Detailed suggestions for the plan or about specific locations, as well as stories documenting lived experience

Summary of Results – Key Themes Across All Questions

Across all sections of the survey, six primary themes of feedback emerged. This part of the report summarises those themes, and links them to content already included in the draft Action Plan or improvements that will be made in the finalised Action Plan.

Theme 1: Road safety and speed management are front and centre

Across all open-text questions, people repeatedly raised the need for:

- Slower speeds – 30 km/h and 40 km/h zones
- Traffic calming – speed humps, raised crossings, narrower traffic lanes
- Safer, more frequent crossings, especially near schools and busy roads
- Stronger advocacy to the State Government to address road safety issues on state-managed roads in Merri-bek

This directly supports key actions in the draft plan, including:

- Action 1.2: Deliver safer school zone infrastructure through a new school precincts program
- Action 1.3: Deliver road safety infrastructure improvements alongside safer speed limits
- Action 2.1: Develop a Road Safety Plan that outlines Council's priorities for addressing road safety across the municipality and informs future capital works planning

The feedback shows there is solid community backing for a stronger, more coordinated approach to road safety and speed management in Merri-bek. This is about fundamentals – making it safe for an eight-year-old to cross the road, for an elderly resident to walk to the shops, for parents to feel confident their children can get to school without being driven there.

"There's too many cars, and they travel too fast. I want my kid to be able to safely and comfortably cross roads and walk around the neighbourhood."

Theme 2: Strong support for focus on walking and cycling – with a call for local detail

Many people expressed support for:

- Creating safer, healthier, and more pleasant streetscapes through Streets for People projects
- More walking and riding for everyday trips
- Better links to local shops, services, parks and schools

These comments often aligned with the vision of streets being designed for people first, not only for cars. At the same time, multiple respondents wanted more clarity about:

- What will happen in their own neighbourhood
- Which streets and routes will change
- When changes are likely to happen

This reinforces the need to:

- Link the Action Plan more explicitly to Streets for People network corridors, Ride & Stride school precincts, and other specific projects people can picture in their own streets.

"There's not really any specific actions (in the infrastructure section). My thoughts are that cycling infrastructure needs a lot of attention. Some dangerous points include Harding/Munro Street, De Carle Street, and Albion Street."

Theme 3: The importance of equitable, place-responsive mobility solutions – including for driving and parking

Across all sections of the survey, many people expressed the need for behaviour change – slower driving, less rat-running, fewer short car trips to reduce congestion, and streets that are comfortable to walk and ride along, and spend time around.

Several respondents highlighted that northern and middle suburbs such as Fawkner, Glenroy, Hadfield, and Pascoe Vale have very different built environments from inner areas like Brunswick. Longer average travel distances, fewer public transport options, and gaps in walking and cycling networks mean many residents still rely on driving. Many were clear that change is desirable – but solutions need to be place-responsive, not copy-pasted from inner-city contexts.

A smaller but vocal group felt that the plan “ignores cars” or doesn’t adequately accommodate people who rely on driving, including:

- Residents in outer suburbs
- Tradies and small businesses
- Carers and people making multi-stop trips

This feedback recognises a fundamental truth: Merri-bek is diverse, and different suburbs start from different conditions. What works in Brunswick may not work in Fawkner or Glenroy. Equity in this context does not mean identical solutions everywhere – it means tailoring walking, cycling, public transport and safety improvements to local land use, street function and starting conditions.

The Action Plan responds to this by embedding equity into how projects are prioritised and delivered. For example, this includes the Streets for People approach which identifies different types of corridor treatments based on place and street function, and the forthcoming Road Safety Plan which will apply a similar context-led lens to identify and prioritise safety interventions.

Change is possible, desirable, and already happening. But it must be carried out equitably, with investment reaching all parts of Merri-bek and solutions that are tailored to local contexts.

“There is a lot of potential to make Merri-bek a great place to live and give people viable alternatives to driving ... Please prioritise this and try to roll out these initiatives in all areas. At the moment it feels like Fawkner isn’t getting the treatment it desperately needs.”

Theme 4: Schools and child-friendly mobility as a powerful call to action

Feedback on our Ride & Stride program, school precinct improvements and safe routes to school was overwhelmingly positive. People recognised:

- The value of helping children walk, ride and scoot independently
- The benefits for safety, health, congestion, and community connection
- The need to build on behaviour change programs with supporting infrastructure

These programs are widely understood and supported, and are a natural “hero story” for how the Action Plan can deliver visible, meaningful change.

This directly supports key actions in the draft plan, including:

- Action 2.3: Expand Ride & Stride, with a focus on increasing participating schools
- Action 1.2: Deliver safer school zone infrastructure through a new school precincts program

“As a parent of young children in the area, the number one thing that would encourage our participation in Ride & Stride and active transport in general is the safety of the streets surrounding the school and kinder.”

Theme 5: Advocacy for public transport improvements and other big-ticket items really matter

In the Policy & Advocacy section, people strongly engaged with the “big ticket” state-led items, including:

- Upfield line duplication and connection
- Bus network reform and higher frequencies
- Accessible tram stops and tram streetscape improvements (e.g. Sydney Road)
- Safer state-managed roads and intersections

People clearly understand Council can’t deliver these alone, but want us to be loud, specific, and persistent in our asks to the State Government.

This gives strong backing for the development of a Transport Advocacy Strategy – a flagship action in the draft plan – to coordinate and sharpen our advocacy efforts on transport items.

These aren’t abstract policy goals – they’re daily frustrations that State Government has the power to fix. Council’s role is to amplify your voice and push for action.

"It's (Sydney Road) years overdue for raised tram stops, which prevents Merri-bek residents with mobility devices and prams from using the 19 tram."

"The lack of public transport going West to East blocks us off from other suburbs. More frequent buses and new routes would be appreciated."

"We really need increased safety and decreased speed limits on state-managed roads ... we can't keep having crashes and pedestrians/people on bikes risking their lives by simply not being a car on these roads."

Theme 6: Desire for clearer measures and accountability

Many respondents raised:

- The need for clearer measures of success
- Interest in monitoring, KPIs and annual progress reporting
- The importance of not “just writing another plan” without visible change

This aligns strongly with the Action Plan’s commitment to:

- Develop a Measurement and Evaluation Framework
- Report annually against the six values of the Transport Strategy
- Use data and community feedback to guide priorities over time

"Whilst it was interesting to see what council actions were completed last year, I think the community would much rather see what actual impact that has had on their and their family's lives. How many fewer traffic crashes were there? How many more families have switched from car drop offs to walking or cycling? Those are some of the outcomes that truly matter. And what does not get measured, does not get done."

Detailed Results by Action Plan Section

We asked respondents to rate how they felt about the actions within each of the three sections, as well as how they felt about the draft Action Plan as a whole. We also invited them share feedback on each of the three sections in their own words via open-text questions. This part of the report analyses what we heard about each section of the plan.

Infrastructure Section

The community's overall feelings about actions in the Infrastructure section are shown in Figure 4. Of 62 responses:

- 56% rated actions in the Infrastructure section as “very good” or “good”
- 26% were neutral
- 18% rated them as “bad” or “very bad”

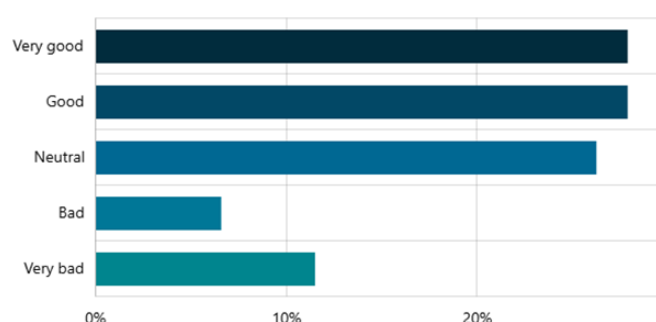


Figure 4: Overall feelings about actions in the Infrastructure section

There were 203 mentions of 10 themes identified in open-text feedback on the Infrastructure section. These are visualised in Figure 5, with sizing of the words based on the number of mentions of each theme.



Figure 5: Word cloud of open-text themes in the Infrastructure section

The top 3 themes identified in open-text responses on the Infrastructure section were:

1. Safer speeds & traffic calming – 40 mentions
 - Calls for more 30 km/h and 40 km/h zones, speed humps, raised platforms, and other traffic-calming on local streets.
2. Local streets & neighbourhood amenity – 28 mentions
 - Concerns about rat-running traffic, noise, and the feel of local residential streets.
3. Location-specific issues – 26 mentions
 - References to particular streets or intersections that feel unsafe or uncomfortable.

Plans & Programs Section

The community's overall feelings about actions in the Plans & Programs section are shown in Figure 6. Of 62 responses:

- 54% rated actions in the Plans & Programs section as "good" or "very good"
- 33% were neutral
- 13% rated them as "bad" or "very bad"

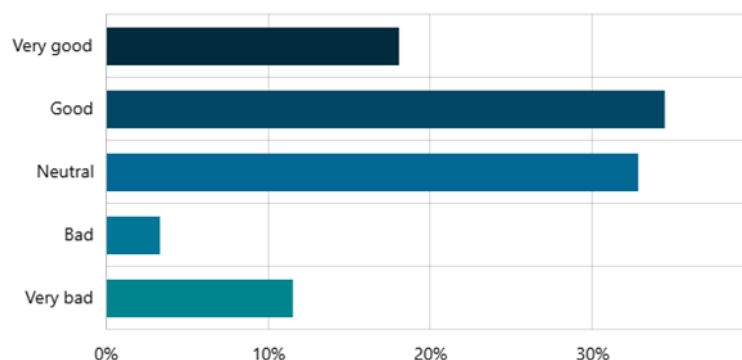


Figure 6: Overall feelings about actions in the Plans & Programs section

There were 154 tagged mentions of 7 themes identified in open-text feedback on the Plans & Programs section. These are visualised in Figure 7, with sizing of the words based on the number of mentions of each theme.



Figure 7: Word cloud of open-text themes in the Plans & Programs section

The top 3 themes identified in open-text responses on the Plans & Programs section were:

1. Safe routes to school & child-friendly mobility – 45 mentions
 - Strong support for Ride & Stride, school-based improvements and kids travelling independently.
2. Behaviour change & education programs – 30 mentions
 - Interest in campaigns and education to shift travel habits and driver behaviour.
3. Active travel programs – 22 mentions
 - Programs that support walking and riding as everyday options.

Policy & Advocacy

The community's overall feelings about actions in the Policy & Advocacy section are shown in Figure 8. Of 62 responses:

- 48% rated actions in the Policy & Advocacy section as "good" or "very good"
- 36% were neutral
- 16% rated them as "bad" or "very bad"

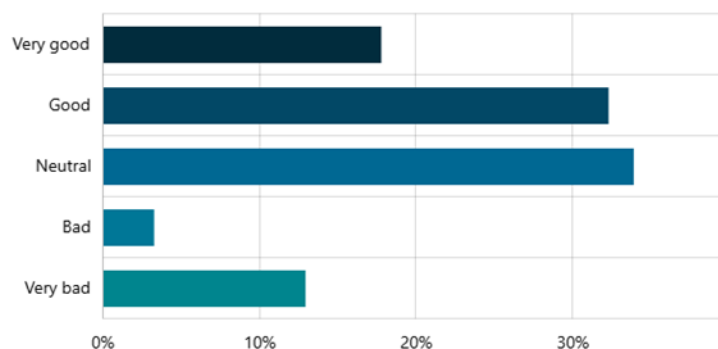


Figure 8: Overall feelings about the actions in the Policy & Advocacy section

There were 190 tagged mentions of 7 themes identified in open-text feedback on the Policy & Advocacy section. These are visualised in Figure 9, with sizing of the words based on the number of mentions of each theme.



Figure 9: Word cloud of open-text themes in the Policy & Advocacy section

The top 3 themes identified in open-text responses on the Policy & Advocacy section were:

1. Public transport infrastructure & frequency – 60 mentions
 - Calls for more frequent, more accessible, and more reliable public transport options.
2. Upfield line duplication – 30 mentions
 - Strong focus on improving capacity and reliability of the Upfield line.
3. State Government powers & legislative reform – 25 mentions
 - Desire for changes that give Councils more tools on speed limits and local traffic management.

Overall views on the draft Action Plan

The community's overall feelings about the Draft Action Plan as a whole are shown in Figure 10. Of 62 responses:

- 52% rated the draft Action Plan as “good” or “very good”
- 30% were neutral
- 18% rated it as “bad” or “very bad”

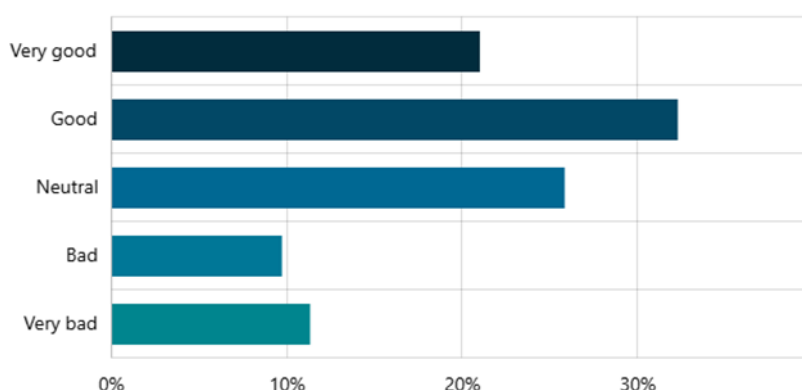


Figure 10: Overall feelings about the draft Action Plan

In the final open question (“Is there any other feedback you’d like to provide?”), a couple unique themes came up that were not as prominent in feedback on specific sections of the plan:

- Desire for more measurable outcomes – such as mode share, crash rates or health indicators
- Concerns that the plan reads too much like a high-level strategy and not enough like a detailed delivery plan

Written Submissions

Across the four written submissions we received, a few common themes emerged that aligned with themes identified in the survey responses. All four written submissions were broadly supportive of improving safety and liveability, with a strong emphasis on safer speeds, traffic calming and safer walking/cycling conditions, particularly around schools and high-risk streets (including calls for action on specific corridors). Multiple submissions also asked for the final Action Plan to be more measurable and accountable – requesting clearer priorities, performance indicators, timeframes and more transparent information to help the community track progress over time.

One theme that was more prominent in the written submissions than in the survey responses was that two of the four submissions (Merri-bek BUG and Walk-on Merri-bek) raised a specific concern about the additional wording inserted at the Council meeting under “Access for Elderly and Vulnerable Residents”, arguing that framing access primarily through a car parking lens privileges driving over other modes and conflicts with the values and intent of the transport strategy.

How This Feedback Will Shape the Final Action Plan

You spoke. We listened. Here's what will change:

Making local implications clearer through examples

Many people told us they want a better sense of what the Action Plan means for their own neighbourhood. In response, the final Action Plan will include examples of how high-level actions guide on-the-ground projects through annual capital works, programs and partnerships, while still allowing flexibility to respond to local needs and funding opportunities.

Stronger focus on road safety and speed management

There was consistent and widespread support for safer speeds, traffic calming and better pedestrian crossings. The final Action Plan will place stronger emphasis on road safety and speed management, including clearer links to the development of Council's Road Safety Plan and the rollout of lower-speed environments and supporting infrastructure.

Addressing equity across all suburbs

Feedback highlighted the importance of ensuring transport improvements are equitable and reach all parts of Merri-bek, particularly areas with fewer alternatives to driving. The final Action Plan will more clearly explain how equity considerations will guide prioritisation, so investment benefits communities across the whole municipality.

Putting children and schools front and centre

Strong support was expressed for actions that help children travel safely and independently. The final Action Plan will strengthen the role of school-focused initiatives, showing how programs like Ride & Stride, safer crossings and traffic management around schools work together.

Strengthening advocacy for public transport and other State-led projects

Many people urged Council to be louder and more specific in pushing for better public transport and safer state-managed roads. The final Action Plan will strengthen how we describe advocacy priorities and the role of the forthcoming Transport Advocacy Strategy.

Improving monitoring and accountability

Many respondents were interested in how progress will be tracked. The final Action Plan will strengthen its monitoring section, with clearer information about how actions will be measured and reported on over time.

Together, these changes will help ensure the final Action Plan reflects community priorities, is easier to relate to at a local level, and provides a clear framework for turning shared goals into action across Merri-bek.

Conclusion and Next Steps

Analysing the community feedback allowed us to identify improvements we can make in the final version of the Action Plan. Here's what happens next:

1. Refine the Action Plan

- Council officers will use this feedback to update the draft Action Plan, including clearer language, stronger local examples, and more detail on safety, equity and monitoring.

2. Council consideration and adoption

- The revised Action Plan will be presented to Council for consideration and adoption in early 2026.

3. Deliver, monitor, report

- Once adopted, the Action Plan will guide infrastructure projects, plans, programs, policy and advocacy from 2025-2029.
- Council will report publicly each year on progress, using the six values of the Transport Strategy as a roadmap: Safe, Accessible, Sustainable, Healthy, Liveable and Inclusive.

4. Ongoing dialogue

- As we deliver actions – particularly Streets for People projects, school precinct improvements and major advocacy efforts – we will continue talking with local communities about design, priorities and outcomes.

At its heart, this engagement showed a community that:

- Wants safer, calmer, and more pleasant streets to move through and spend time along
- Wants better walking, cycling and public transport – but expects place-responsive solutions
- Understands change takes time, but wants accountability and visible progress
- Believes Merri-bek can lead on creating streets that work for everyone

The feedback was clear: Don't just write another plan. Make it happen. Report on it. And bring the whole community along. That's exactly what we'll do.

The Moving Around Merri-bek Action Plan 2025-2029 will carry your voice forward – building a city where people of all ages and abilities can move, connect and thrive, and where, true to our Community Vision, Merri-bek leads – and leaves no one behind.

Appendix – Conversations Merri-bek Survey Questions

1. How do you feel about the actions in the Infrastructure section of the Action Plan 2025-2029?
 - A. Very good
 - B. Good
 - C. Neutral
 - D. Bad
 - E. Very bad
2. Do you have any feedback on the Infrastructure section of the Action Plan 2025-2029?

Open text
3. How do you feel about the actions in the Plans & Programs section of the Action Plan 2025-2029?
 - A. Very good
 - B. Good
 - C. Neutral
 - D. Bad
 - E. Very bad
4. Do you have any feedback on the Plans & Programs section of the Action Plan 2025-2029?

Open text
5. How do you feel about the actions in the Policy & Advocacy section of the Action Plan 2025-2029?
 - A. Very good
 - B. Good
 - C. Neutral
 - D. Bad
 - E. Very bad
6. Do you have any feedback on the Plans & Programs section of the Action Plan 2025-2029?

Open text
7. How do you feel about the Moving Around Merri-bek Action Plan 2025-2029?
 - A. Very good
 - B. Good
 - C. Neutral
 - D. Bad
 - E. Very bad
8. Is there any other feedback you'd like to provide about the Action Plan 2025-2029?

Open text