Barkly Street Upgrades
Engagement Report

September 2026

Background

In July 2026, Council shared a draft Concept Design to improve the safety of Barkly Street, between Summerhill and Geelong roads, with the community.

The Concept Design included a full road resurfacing, additional street planting, bus stop upgrades, protected bike lanes, removal of parking spaces, and updated pedestrian crossings.

An online survey and in-person feedback sessions were undertaken to hear the community's thoughts on the draft design. The feedback gathered through this engagement will help inform the final Concept Design before it is presented to Council for consideration in late 2026.

About this report

- This report outlines what we heard through engagement activities and communication channels managed by Council staff. It does not include feedback that came in through other channels, such as social media comments on community Facebook groups.
- The views shared here are a summary of what participants told us across these engagement activities and have been paraphrased for easy reading. It may not represent the views of the wider community.
- This report is one of many factors Council will consider when making decisions for this project, alongside things like budget, time constraints, feasibility and strategic priorities.
- This report was developed with the assistance of internal Artificial Intelligence tools. All outputs were reviewed and validated by Council officers.

How we engaged

The community was invited to share their feedback from **22 July to 30 August 2026.**

The project page can be found at Barkly Street Upgrades

Feedback tools
Feedback could be shared by:

- completing an online survey
- chatting to staff or completing an activity at an in-person event
- contacting the Transport and Engineering team at TransportRecords@maribyrnopng.vic.gov.au or (03) 9688 0200.

Promotion
The project was promoted via:

- a project page on Your City Your Voice
- an email sent to Your City Your Voice members with matching interests
- a media release – 23 July
- a letter sent to surrounding residents and businesses

- social media posts[1] and e-newsletter
- an email to local community groups and stakeholders.

The project was also promoted by local cycling advocacy group BikeWest, and the Public Transport Users Association Victoria.

Council also conducted in-person outreach at:

- Saturday 15 August, 11am-1pm, West Footscray Library
- Thursday 20 August, 3-5pm, West Footscray Library
- Saturday 25 August, 12-2pm, Spurling Reserve (in front of Whitten Oval and timed to coincide with AFLW pre-match).

Approximately **61** people attended these sessions.

Overall response

We received **485** responses which included:

- **392** survey responses, a proportion of which were completed during in-person events
- **46** pieces of feedback received at in-person events
- **26** social media comments
- **21** emails/letters.

These figures represent the number of responses received through each channel. Some participants may have provided feedback in more than one way.

What we heard

Overall, feedback indicated strong support for the proposed Barkly Street upgrades, particularly elements that improve safety and comfort for people walking, cycling and using public transport. Across both sections of Barkly Street, approximately 70% of respondents expressed strong support for the proposed upgrades, with a further 14% to 16% indicating some level of support. Support was strongest for protected cycling infrastructure, safer pedestrian environments, increased greening, and a streetscape that feels safer, cooler and more welcoming.

Feedback received through emails and letters presented a more mixed view, with concerns focused on parking loss, access, pedestrian safety, cycling and intersection design, and the operation of buses and general traffic.

Across survey responses, in-person engagement activities and social media comments, the most common themes were support for cycling infrastructure, improvements to active transport safety, enhanced pedestrian conditions, and increased planting and shade. Participants also highlighted the need for better continuity through intersections and stronger connections beyond the project area. Key concerns related to traffic flow, bus stop location and operation, loss of on-street parking, road visibility and sightlines, and the potential impacts on access for residents, businesses and other road users.

Feedback from in-person engagement broadly aligned with the survey findings, with participants placing particular emphasis on greening and tree planting, streetscape quality, cycling safety, and overall support for the project. Social media comments placed greater emphasis on road condition, the need to expand the project scope, and concerns about the

[1] There were **two** social media posts on our corporate Facebook and Instagram accounts that featured this project. These were on 11 and 27 August.

timing of works. The single letter received focused primarily on traffic impacts, access, and the rationale behind specific design elements.

Detailed findings

Survey

There were **392** online surveys completed.

Sections of Barkly Street commented on

Of **392** respondents, **15.82% (62)** wished to provide feedback on Summerhill Road to Gordon Street, **13.01% (51)** wished to provide feedback on Gordon Street to Geelong Road, **75.26% (295)** wished to provide feedback on both sections, and **22.45% (88)** wanted to provide general feedback.

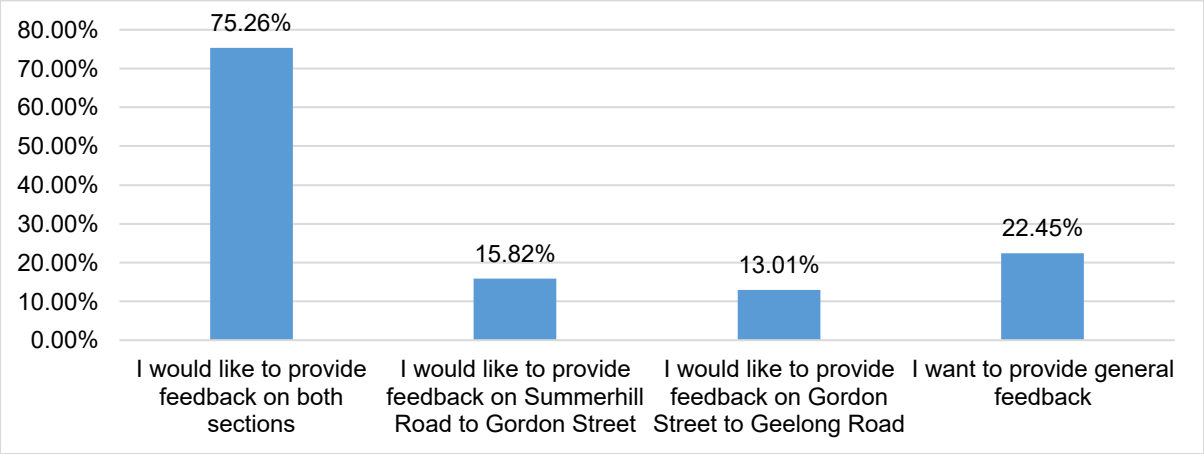

Figure 1. Sections of Barkly Street respondents wished to comment on

Support for the proposed upgrades on Barkly Street between Summerhill Road to Gordon Street

Of **331** survey respondents, **70.69% (234)** strongly supported the proposed upgrades between Summerhill Road and Gordon Street, **16.01% (53)** somewhat supported them, **1.21% (4)** neither supported nor opposed them, **2.42% (8)** somewhat opposed them, **9.37% (31)** strongly opposed them and **0.3% (1)** were unsure.

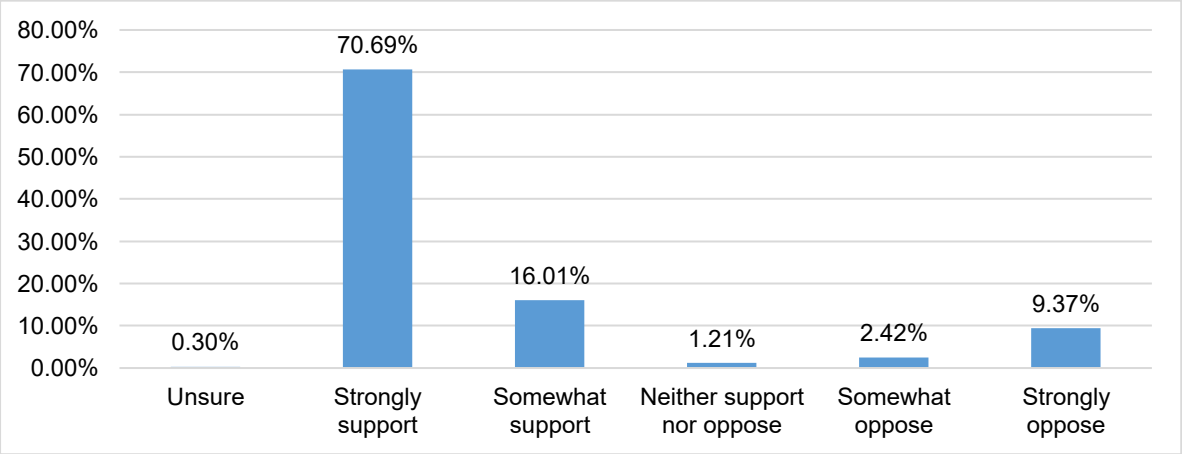

Figure 2. Level of support for proposed upgrades along Barkly Street between Summerhill Road and Gordon Street

How to read open-ended question themes

Comments may be assigned to more than one theme where respondents raised multiple issues in a single answer. As a result, comments may be counted across several themes meaning the total percentage of responses will exceed 100%. This reflects the number of topics mentioned, rather than the number of individual responses.

Respondents were then invited to share the reason for their answer. Of the **265** responses, the most common themes we heard were:

Theme	N=	%	Description
Cycling infrastructure – support/more	132	49.81	Support for the proposed cycling infrastructure, including protected bike lanes and/or calls to provide more cycling infrastructure to increase safety for cyclists and encourage bike use.
Increased uptake and safety of active transport	77	29.06	Comments expressing support for the proposed upgrades because they will increase safety for cyclists and pedestrians, encourage walking and cycling, and reduce car use.
Pedestrian infrastructure – support/more	58	21.89	Support for the proposed pedestrian infrastructure including crossings and creation of a more pleasant environment to walk in and/or calls to provide more pedestrian infrastructure including zebra, signalised, and raised/wombat crossings. Specific suggested and supported locations to include more pedestrian infrastructure include at Whitten Oval, Sutton Way, Hocking Street, Eleanor Street, Southhampton Street, and Everard Street.
Greening – support/more	56	21.13	Support for the proposed inclusion of additional greening including street trees and the green median strip.
Traffic flow and congestion	28	10.57	Concern for potential impacts on traffic flow and increased traffic congestion, especially in relation to the proposed bus stop location and inclusion of bike lanes.
Concern over proposed bus stop location	25	9.43	Concern over the proposed location of bus stops, including that the single lane bus stops will increase traffic congestion as cars and bikes will have to wait behind busses, that bus stops may block traffic views, and that bus pedestrians may be at risk of being hit by cyclists or cars when waiting or crossing to/from a bus stop.
Lack of cycling continuity (including at intersections)	24	9.06	Calls to extend cycling infrastructure along the entire corridor and/or concerns regarding the lack of continuity of the bike lanes into intersections.
Traffic calming and speed reduction measures – support/more	23	8.68	Support for the proposal as a way of calming traffic and reducing cars speeding, and/or calls for more traffic calming measures to be included such as removing traffic lanes, raised pedestrian crossings, and fixed speed cameras.

Theme	N=	%	Description
Prioritise car access and/or increase speed limits	20	7.55	Lack of support for the proposal's potential impact on car access, drivers' ability to access driveways, and increasing obstructions to driving, and/or calls to increase speed limits and road capacity.
Lack of support for car park removal	20	7.55	Concerns over the proposed removal of car parks, with some comments expressing impacts on local businesses, residents, and overflow of parking on nearby streets.
Visual character and feel	17	6.42	Comments expressing that the proposal will increase the look and feel of the area in a positive way, especially due to increased tree planting and shade.
Bus infrastructure – support/more	15	5.66	Support for the proposed bus stops and increased prioritisation and safety for bus users, and/or suggestions to enhance bus stop protection including weather protection.
General support for the proposal	13	4.91	Comments expressing support for the proposal broadly, including that the project has long been needed, and that the proposed upgrades will positively impact respondents.
Lack of support for cycling infrastructure	12	4.53	Concerns over cycling infrastructure including the curbs protecting the bike lanes and calls to exclude the proposed bike lanes.
Calls to extend upgrades	10	3.77	Calls to extend treatment and proposed upgrades, including further along Barkly Street, into Central Footscray, Hewitt Ave, Barkly Street Village, Ashley Street, and Essex Street.
Road visibility	8	3.02	Considerations of road visibility, including concerns over the impact of bus stops, trees, car parking, and raised kerbs on visibility of cyclists and drivers; calls to improve visibility by installing signalisation and maintaining sight lines; and support for increased visibility of cyclists.

Table 1. Summary of most common reasons for respondents' level of support for upgrades along Barkly Street between Summerhill Road and Gordon Street

Other less frequent reasons related to: signage and markings; considerations of vulnerable groups; more parking removal, a general lack of support for the proposal; amenity (such as lighting); future growth and development; removal of roads/lanes; less greening; improving footpaths; public education/awareness; requests for more information; traffic signalling; increase public transport options; relocation of the pedestrian crossings at the bus stops; and climate change mitigation.

Support for the proposed upgrades on Barkly Street between Gordon Street and Geelong Road

Of **321** survey respondents, **70.72% (227)** strongly supported the proposed upgrades between Gordon Street and Geelong Road, **14.02% (45)** somewhat supported them, **1.56% (5)** neither supported nor opposed them, **2.8% (9)** somewhat opposed them, **10.59% (34)** strongly opposed them and **0.31% (1)** were unsure.

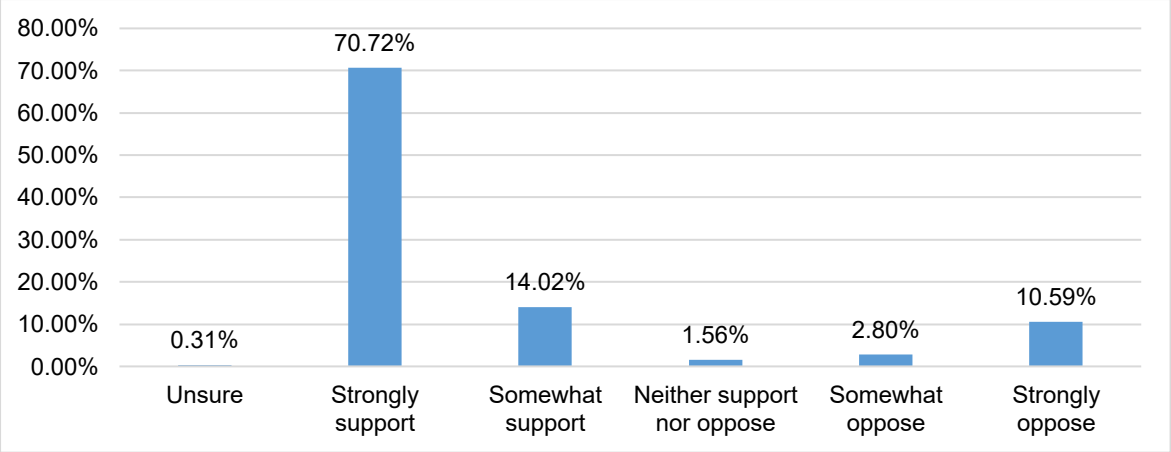

Figure 3. Level of support for proposed upgrades along Barkly Street between Gordon Street and Geelong Road

Respondents were then invited to share the reason for their answer. Of the **231** responses, the most common themes we heard were:

Theme	N=	%	Description
Cycling infrastructure – support/more	95	44.6	Support for the proposed cycling infrastructure including protected bike lanes and/or calls to provide more cycling infrastructure to increase safety for cyclists and encourage bike use.
Increased uptake and safety of active transport	37	17.37	Comments expressing support for the proposed upgrades because they will increase safety for cyclists and pedestrians, encourage walking and cycling, and reduce car use.
Lack of cycling continuity (including at intersections)	35	16.43	Calls to extend cycling infrastructure along the entire corridor, including to advocate/work with the state government to extend bike lanes into Geelong Road, and/or concerns regarding the lack of continuity of the bike lanes into intersections as a safety risk for cyclists.
Parking removal – support/more	29	13.62	Support for the proposed removal of car park spaces, including that current parking is underutilised and unnecessary, that removal will increase road visibility and safety, support for replacement parking with protected bike lanes and/or calls to remove additional car parking.
Lack of support for car park removal	28	13.15	Concerns over the proposed removal of car parks, with some comments expressing impacts on local businesses, residents, and overflow of parking on nearby streets, and some calling for more parking to be included.
Pedestrian infrastructure – support/more	24	11.27	Support for the proposed pedestrian infrastructure including crossings and creation of a more pleasant environment to walk in and/or calls to provide more pedestrian infrastructure.

Theme	N=	%	Description
Greening – support/more	18	8.45	Support for the proposed inclusion of additional greening, including street trees and the green median strip.
Traffic flow and congestion	17	7.98	Considerations of impacts on traffic flow and congestion, including concerns over the proposed bus stop location and removal of no stopping zone, and hopes that the proposal reduces congestion.
Calls to extend upgrades	10	4.69	Calls to extend treatment and proposed upgrades, including further along Barkly Street, into Geelong Road, and Gordon Street.
Support for and/or more traffic calming and speed reduction measures	9	4.23	Support for the proposal as a way of calming traffic and reducing cars speeding, and/or calls for more traffic calming measures to be included such as removing traffic lanes, raised pedestrian crossings, and fixed speed cameras.
Bus infrastructure – support/more	7	3.29	Support for the proposed bus stops and increased prioritisation and safety for bus users, and/or suggestions to enhance bus stop protection including weather protection.
Clear and consistent signage/markings	7	3.29	Suggestions to include continuous bike lane markings rather than a segmented one, and increase signage and markings to improve cyclist safety, particularly at the KFC.
Prioritise car access and/or increase speed limits	7	3.29	Lack of support for the proposal's potential impact on car access, increased obstructions to driving, and/or calls to increase speed limits and road capacity.
Lack of support for cycling infrastructure	7	3.29	Concerns over cycling infrastructure including the curbs protecting the bike lanes and calls to exclude the proposed bike lanes.

Table 2. Summary of most common reasons for respondents' level of support for upgrades along Barkly Street between Gordon Street and Geelong Road

Other less frequent reasons related to: general support for the proposal; considerations of vulnerable groups; concern over bus stop location; removal of roads/lanes; visual character; road visibility; amenity (such as lighting); improving footpaths; traffic signalling; requests for more information; climate change mitigation; additional turning space; efficient implementation; engage stakeholders; and reduce greening.

General feedback on the proposed upgrades

Respondents were then invited to share general feedback on the proposed upgrades. Of the **291** responses, the most common themes we heard were:

Theme	N=	%	Description
Cycling infrastructure – support/more	111	38.14	Support for protected or expanded bicycle lanes and safer cycling facilities.

Theme	N=	%	Description
Greening – support/more	58	19.93	Requests for more trees, planting, shade, canopy, or landscaped areas.
Pedestrian infrastructure – support/more	42	14.43	Calls for safe or additional crossings, and improved pedestrian experience.
Active transport safety and uptake	38	13.06	Linking safe walking and cycling conditions with greater use of active transport.
General support for the proposal	37	12.71	Overall approval or enthusiasm for the proposed upgrades.
Cycling continuity and intersections	35	12.03	Calls for continuous protected routes, especially through intersections.
Concerns about parking removal	32	11.0	Opposition to or questions about lost on-street parking and access impacts.
Traffic flow and congestion	22	7.56	Concerns about delays, queuing, lane capacity or traffic displacement.
Prioritising car access or speed	21	7.22	Arguments for maintaining driver access, road capacity or higher traffic speeds.
Bus stop location concerns	17	5.84	Questioning in-lane stops, passenger-bike conflict, access, or inability to pass passes.
Support for parking removal	16	5.50	Support for reallocating kerbside parking space to other uses.
Traffic calming and speed reduction	16	5.50	Support for lower speeds, enforcement, and speed humps.
Visual character and streetscape	13	4.47	Comments on appearance, attractiveness, openness or the overall streetscape feel.
General lack of support	12	4.12	Opposition, cost concerns or preference to retain the existing layout.
Extend the upgrades	11	3.78	Requests for the project/upgrades to continue farther along Barkly Street or interconnect with other routes.
Concerns about cycling infrastructure	11	3.78	Questions raised about the need, safety, design or priority given to bicycle facilities.
Road visibility and sightlines	10	3.44	Concerns about visibility at intersections, crossings, driveways, parking areas or bus stops.

Table 3. Summary of the most common themes of general feedback on the proposed upgrades to Barkly Street

Other less frequent reasons related to: accessibility for people with a disability, older people and children; bus infrastructure (support for/more of); the impact to businesses with parking removed; requests for improved footpaths; street lighting and other public realm

improvements; traffic signalling (bike signals and turning arrows); climate change mitigation (permeability or drainage); and considerations for future growth and development.

Respondent demographics

Of the **392** online survey respondents:

- **165 (42.09%)** identified as female, **204 (52.04%)** as male, **7 (1.79%)** as another identity, and **16 (4.08%)** preferred not to say.
- Most respondents were aged 30 to 44 **(57.14%, 224)**. **5.61% (22)** of respondents aged under 25, while **3.33% (13)** were aged 65 and over.
- Most respondents lived within the City of Maribyrnong, with Footscray residents representing **159** respondents **(40.56%)**, followed by West Footscray **(29.34%, 115)**, Maidstone and Seddon **(4.85%, 19 respectively)**.
- Most respondents **(76.28%, 299)** reported travelling along Barkly Street by private vehicle, by foot/walking **(62.76%, 246)**, and by bike/cycling **(55.10%, 216)**. A smaller number indicated they travelled by bus **(35.97%, 141)**.
- **17.35% (68)** are members of the LGBTIQA+ community, **10.71% (42)** speak a language other than English at home, **8.93% (35)** live with a disability, and **10 (2.55%)** identify as Aboriginal and/or Torres Strait Islander.

In-person events

Attendees at in-person events provided **46** pieces of feedback. The most common themes we heard were:

- Greening, trees and streetscape (trees, planting, shade, greenery, visual amenity and streetscape quality) – **22 mentions.**
- Cycling infrastructure and safety (bike lanes, protected facilities, confidence, safety and cycling) – **19 mentions.**
- Overall support including urgency (general endorsement, enthusiasm, perceived need or comments that work is overdue) **– 19 mentions.**
- Road and intersection safety (intersection geometry, visibility, road condition and specific safety hazards) **– 11 mentions.**
- Traffic flow and lane capacity (congestion, lane numbers, vehicle movement, queues and road-space allocation) **– 8 mentions.**
- Speed limits and traffic calming (posted speeds, speed signs, narrowing, humps and other calming measures) **– 8 mentions.**
- Network connectivity and access (missing links and connections to paths, destinations and surrounding areas) **– 7 mentions.**
- Pedestrian crossings and safety (crossings, pedestrian protection and walking safety) **– 6 mentions.**
- Public transport and bus operations (bus stops, bus obstruction, service quality and transport operations) **– 5 mentions.**
- Parking impacts (parking loss, side-street displacement and acceptance or concern about parking changes) **– 4 mentions.**

Social media comments

Of the **26** social media comments, the most common themes were:

- Road condition and resurfacing concerns **– 9 mentions.**

- Requests to expand the project scope **– 5 mentions.**
- Urgency and frustration about delays **– 5 mentions.**
- Support for trees, greening and lighting **– 4 mentions.**
- Positive support for the project **– 3 mentions.**

Emails/letters
During the engagement period **21 emails/letters** were received. **Three** emails/letters were generally supportive of the upgrades, while **ten** were explicitly opposed. The remaining emails/letters were conditional **(five)** or neutral **(three)**.

Those opposed to the upgrades cited concerns about loss of parking, access and safety, and potential negative impact of local businesses.

Conclusion

Engagement on the draft Concept Design for the Barkly Street upgrades was undertaken from 22 July to 30 August 2026. During this period, Council received feedback through the online survey, in-person activities, social media comments and emails/letters.

Survey responses recorded strong support for the proposed upgrades on both sections of Barkly Street. The most common themes in open-ended survey responses related to cycling infrastructure, active transport safety and uptake, pedestrian infrastructure, greening and streetscape improvements. Across all channels, feedback also highlighted design issues to consider during refinement, including traffic flow and congestion, bus stop location and operation, cycling continuity through intersections, parking changes, pedestrian safety and accessibility, road visibility and local access.

Next steps
Council will use the engagement findings alongside technical assessments, budget considerations, and feasibility constraints to refine the final Concept Design before it is presented to Council for consideration in late 2026.

Council will continue to keep the community informed as the project progresses. To receive updates, community members can click the ‘Follow’ button at the top of the project page.