

Action Plan

Maribyrnong Integrated Transport Strategy



Thriving and connected communities

2026/2027

Maribyrnong
CITY COUNCIL

Walking together on Country

Before roads and railways, before trams and tunnels, there was Country. For over 40,000 years, the lands and waterways of what we now call Maribyrnong have been shaped and cared for by the Wurundjeri Woi Wurrung and Bunurong peoples of the Kulin Nation. These river corridors were not boundaries – they were songlines, lifelines and trade routes, connecting communities across vast distances. Movement was purposeful, reciprocal, and grounded in deep cultural knowledge.

As we plan for the city's transport future, we honour this legacy of connection. True transport planning begins by listening – to Country, to culture, and to those who have walked these paths for generations. This strategy recognises that the most enduring network is not one built of asphalt and steel, but of respect, memory, and shared responsibility.

In walking together, we can shape a future transport system that is more than efficient – it is just, inclusive, and reflective of place. One that remembers where we've come from and moves forward with care.



Introduction

The Action Plan sets out the initial steps Council will take to implement the Integrated Transport Strategy 2026 (ITS).

It translates the strategy's long-term vision into targeted, short-term actions that begin to shift the focus from simply moving people to improving access making it safer, more inclusive, and easier for everyone to reach the places and opportunities they need.

Background and purpose

This Action Plan supports the implementation of the ITS by turning the strategy's long-term vision into practical steps that respond to the city's growing need for safer, more connected, and climate-resilient transport options that put people first.

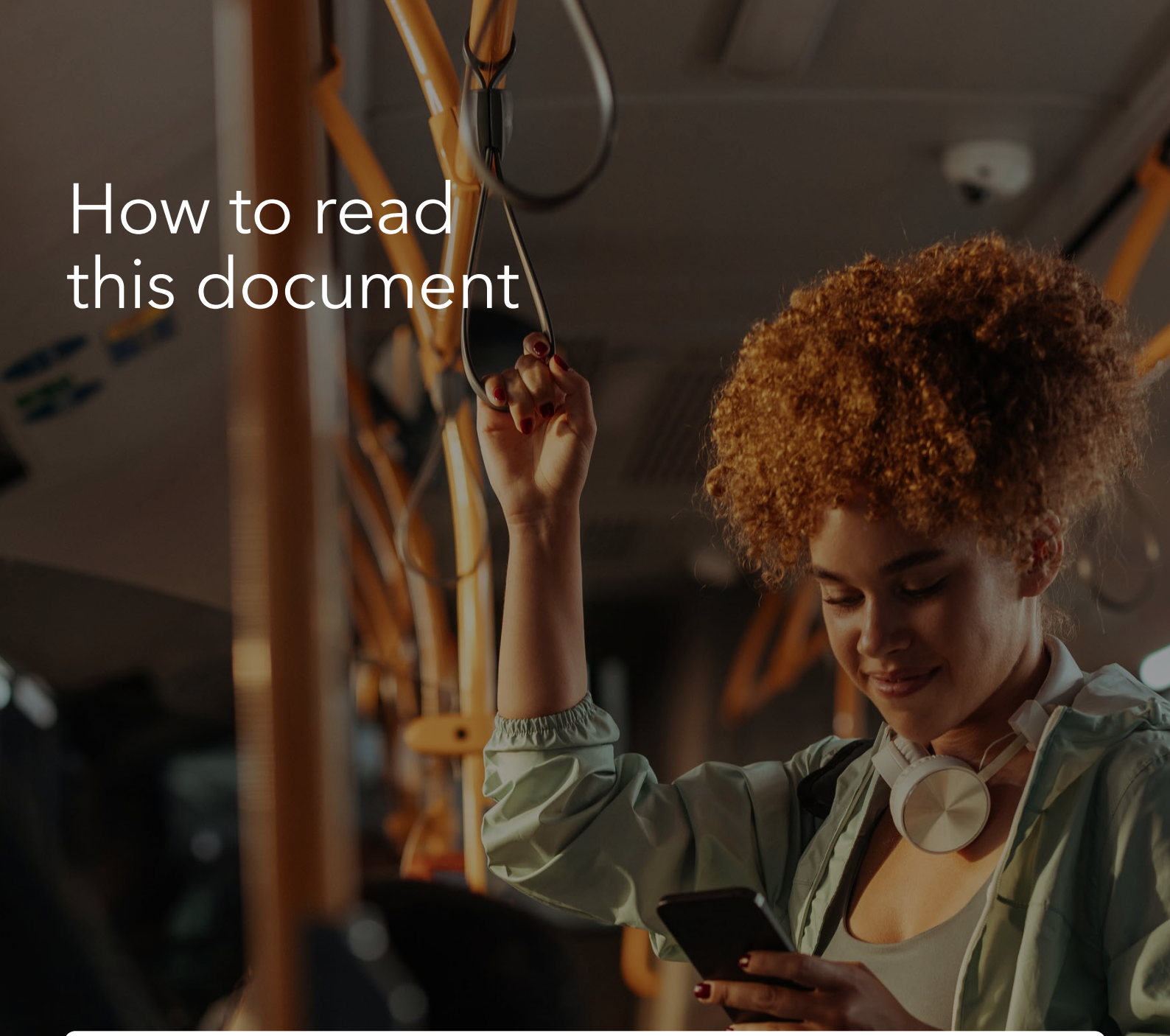
The actions prioritise projects that are ready to go, reflect community feedback and the transport network changing around us, and can deliver early wins for safety, access, and mode shift.

The Integrated Transport Strategy sets the long-term direction for transport in Maribyrnong. Annual Action Plans turn that direction into more detailed actions.

Over time, more detailed plans in areas such as active transport, public transport and road safety can support delivery, while reporting and review help Council track progress and adjust priorities as needed.

This Action Plan sits beneath the Integrated Transport Strategy and translates its longer-term direction into more detailed short- to medium-term implementation actions.

How to read this document



This Action Plan is organised by the six (6) strategic priority areas identified in the Integrated Transport Strategy 2026.

Under each priority area, you'll find a table that outlines the actions Council will undertake principally from the 2026/2027 financial year.

Each table includes

What we will do

The specific projects, initiatives or policy changes proposed for the year

Who is taking the lead

The council team or delivery partner leading implementation

When it will be done by

The currently proposed timing or delivery milestone

Integrated Transport vision and principles

By the year 2036

By 2036 Maribyrnong will be a connected city with a transport network that enables people of all ages and abilities to move safely, sustainably, and easily between their homes, workplaces, schools, services, and destinations.

Council will lead change through innovation, strong partnerships, and inclusive planning, supporting healthier lifestyles, thriving neighbourhoods, and a climate-resilient future. Our transport system will be safer, more equitable, and responsive to the needs of our dynamic and diverse community.

Guiding principles

The overarching principles will guide how the transport network in Maribyrnong is developed.

The transport network in Maribyrnong will be:

Connected

We make the best use of available space to effectively move people and goods.

Accessible

People of all ages and abilities are able to access what they need, with a range of transport options.

Safe

People feel safe, and crash data confirms our commitment to protecting all travellers.

Sustainable

Working towards a network that is zero-emission, people-focused, and supported by strong partnerships and infrastructure that prioritise walking, cycling, and sustainable travel.

Healthy

A healthier community, supported by more opportunities for exercise and social connection on our streets.

Future Ready

We integrate technology and innovation into our transport network to deliver better outcomes for people.

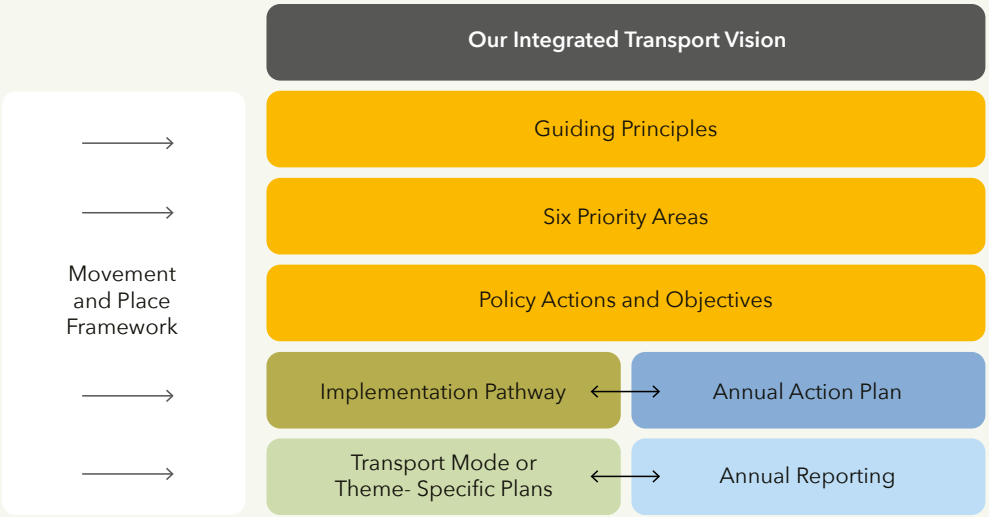


Figure 23: Maribyrnong transport strategy overview

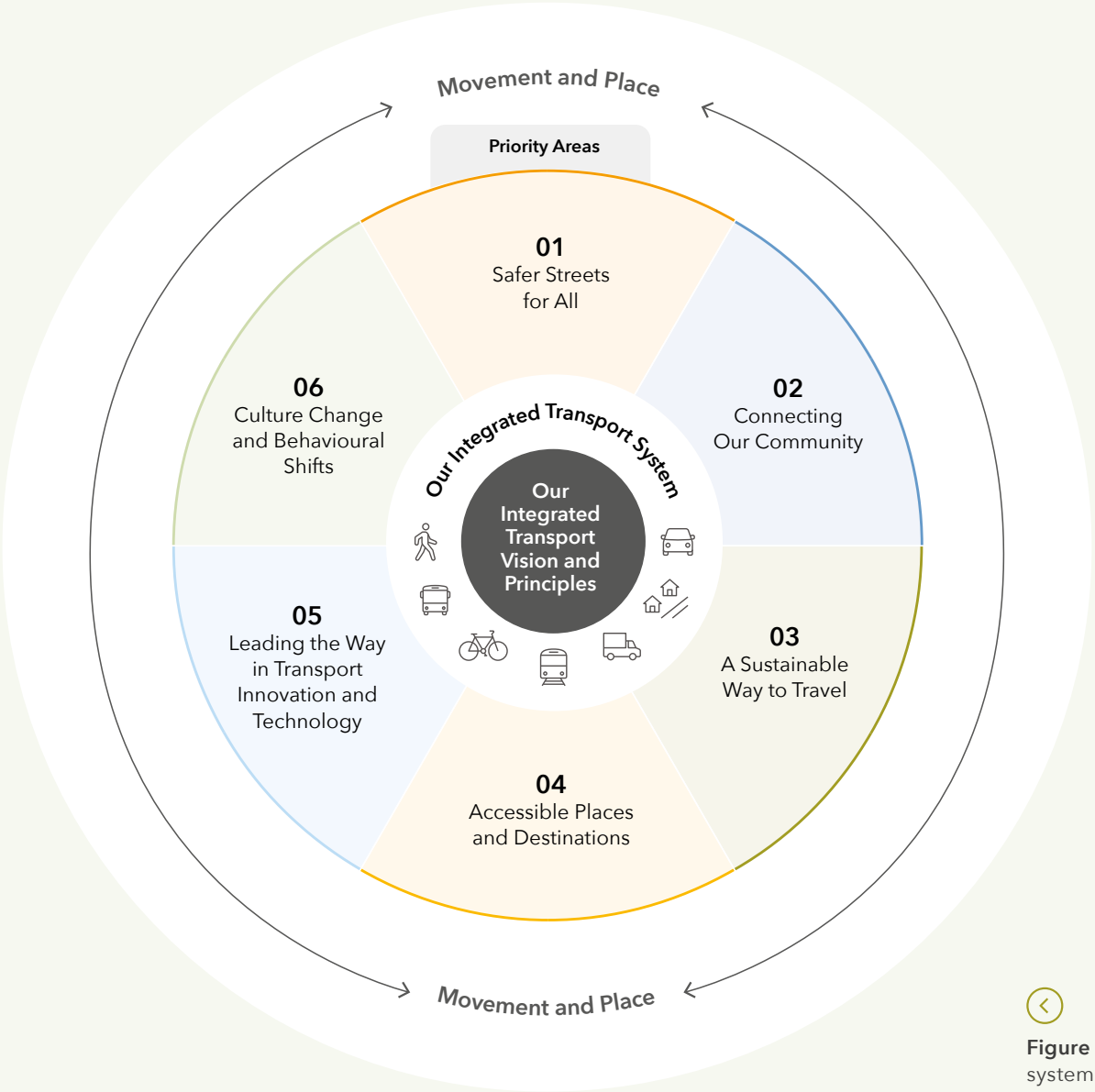


Figure 25: The transport system and six priority areas



Priority Area 1

Safer streets for all

Action	Description	Lead Department
A.1.1	Undertake local area traffic management and streetscape planning guide facilitate future transport, streetscape, and infrastructure improvements tailored to the needs of each neighbourhood. This process will involve community engagement, data analysis, and design to support safer, more accessible, and better-connected precincts.	Transport & Engineering / Urban Design
A.1.2	Continue collaboration with Council's transport partners including Victoria Police, adjoining municipalities and DTP to promote regional road safety activities, shared priorities, data-sharing arrangements, and opportunities for targeted enforcement and community education initiatives, including regular attendance at Roadsafe Westgate.	Transport & Engineering
A.1.3	Expand initiatives including the Active Paths program, and strengthen collaboration with groups such as Victoria Walks, TAC, BikeWest, and local schools to reinforce safe travel behaviours. Ensure the provision of adequate infrastructure, including pedestrian crossings and signage, particularly within 1–2 kilometres of schools, and promote respectful and safe road use across all communities.	Transport & Engineering
A.1.4	Ensure that all capital works and street upgrades are guided by Safe System principles, recognising that human error is inevitable. Roads and paths will be designed to minimise harm through measures such as speed management, physical separation, and safe crossing points. Additionally, proactively identify any gaps or opportunities for improvements to enhance overall road safety and resilience.	Transport & Engineering / Asset & Capital / Urban Design
A.1.5	Continue the delivery of Council's annual road resurfacing and reconstruction program, considering urban design opportunities, including: • Barkly Street, Footscray between Geelong Road and Summerhill Road • Mitchell Street, Maribyrnong • Irving Street, Footscray • Anderson Street, Yarraville	Transport & Engineering / Asset & Capital / Urban / Design
A.1.6	Progress concept and detailed designs for future transport, cycling and pedestrian infrastructure projects aligned with Council's long-term capital expenditure program considering urban design opportunities.	Transport & Engineering / Urban Design
A.1.7	Undertake a comprehensive analysis of crash and speeding data, evolving access needs, and community feedback to identify the highest priority locations for targeted safety improvements. These may include new traffic calming measures, reduced speed limits in high-risk areas, safer pedestrian crossings, and enhancements to bike lane infrastructure enhancements, and other traffic safety and urban design treatments where appropriate.	Transport & Engineering

Kick start (0-3 years)				**Gaining Momentum** (0-3 years)				**Locking it in**	
25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35
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25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35

Action	Description	Lead Department
A.1.8	Develop and implement a Road Safety Action Plan that supports the delivery of the Maribyrnong Integrated Transport Strategy, reduces road trauma, and creates safer, more people-friendly streets across the municipality.	Transport & Engineering
A.1.9	Advocate to the State Government on arterial road priority projects and strategic planning priorities including: • Installation of new traffic signals at Hampstead Road, Emu Road and Crefden Street, Maidstone • Installation of new traffic signals at Hopkins Steet, Hallenstein Street and Moreland Street, Footscray • Installation of new pedestrian operated signals on Francis Street at Stony Creek, Yarraville • Installation of new traffic signals at Francis Street and Fehon St, Yarraville • Traffic signals to remain at the corner of Whitehall Street and Youell Street, Footscray • Installation of new pedestrian operated signals on Van Ness Avenue near Hillside Crescent, Maribyrnong • Williamstown Road, Yarraville pedestrian and cyclist safety monitoring • Williamstown Road, Yarraville truck curfews and bans monitoring • Strategic cycling corridor access planning and infrastructure upgrades • Arterial Road network traffic monitoring	Transport & Engineering / Advocacy
A.1.10	Review the existing street lighting network and develop a strategic plan to inform priority lighting upgrades and increased use of LED lighting across the municipality.	Transport & Engineering
A.1.11	Deliver public realm and traffic calming upgrades in defined activity centres and commercial precincts to enhance safety, amenity, and active transport uptake.	Transport & Engineering / Urban Design

Kick start (0-3 years)				**Gaining Momentum** (0-3 years)				**Locking it in**	
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Priority Area 2

Connecting our community

Action	Description	Lead Department
A.2.1	Develop Movement and Place assessments for key transport and activity corridors across the City of Maribyrnong to reimagine these streets as places for both people and movement.	Transport & Engineering
A.2.2	Undertake corridor studies along priority routes to identify and plan improvements that enhance pedestrian and cyclist connectivity, traffic flow, and overall safety. Key focus areas include: • Barkly Street/Hopkins Street corridor between Ashley Street and Joseph Road • South Road corridor between Duke Street and Ashley Street These studies will help inform targeted upgrades and ensure infrastructure supports safe, efficient, and inclusive movement across the transport network.	Transport & Engineering
A.2.3	Develop an Active Transport Action Plan in consultation with the Urban Design Team for the municipality to provide a clear, prioritised pipeline for delivering walking and cycling infrastructure that improves safety, accessibility and connectivity across the municipality. This will replace existing walking and cycling strategies.	Transport & Engineering
A.2.4	Establish an Integrated Transport Strategy Advisory Committee (ITSAC), or equivalent governance group, to provide strategic advice, stakeholder input and oversight to support the coordinated delivery, monitoring and review of the strategy.	Transport & Engineering
A.2.5	Work with DTP to optimise traffic signals and finalise detailed designs to commence works on selected pedestrian operated signals to help buses, trams and people walking to move more easily and safely through our streets.	Transport & Engineering
A.2.6	Work in partnership with the Victorian Government to support the delivery of the Yarraville Level Crossing Removal Project, advocating for urban design and access outcomes that enhance pedestrian and cycling connections, as well as helping create a safer, more connected, and thriving neighbourhood around Yarraville Station.	Urban Design /Transport & Engineering
A.2.7	Develop a Freight Action Plan to guide Council's future position on freight, including consideration of the updated Victorian Freight Plan, 2055 Port Development Strategy and upgrades to key freight routes to reduce the impact of trucks on local streets and 'last kilometre' freight access impacts.	Transport & Engineering

Kick start (0-3 years)				**Gaining Momentum** (0-3 years)				**Locking it in**	
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Action	Description	Lead Department
A.2.8	Advocate for the accelerated delivery and full activation of the Port Rail Shuttle Network to shift more containers from road to rail, including intermodal terminals in Altona, Somerton and Dandenong South.	Transport & Engineering / Advocacy
A.2.9	Deliver local road and path upgrades and intersection improvements that support connectivity between neighbourhoods and key destinations.	Transport & Engineering
A.2.10	Support shared waste delivery hubs and associated infrastructure in activity centres, high-density locations with high volumes of waste collection traffic to minimise the number of trucks on local streets, improving safety and amenity.	Urban Design / Waste Services / Transport & Engineering
A.2.11	Develop Movement and Access Plans for West Footscray, Middle Footscray, and Tottenham Stations which embed walkability and seamless transport connections. Additionally, prepare a Movement and Access plan for the Defence Site that ensures early delivery of public transport services and considers extending tram or bus links to Footscray, Highpoint, and Moonee Ponds, supporting a truly transit-oriented development from the outset.	Urban Design / Waste Services / Transport & Engineering

Kick start (0-3 years)				**Gaining Momentum** (0-3 years)				**Locking it in**	
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Priority Area 3

A sustainable way to travel

Action	Description	Lead Department
A.3.1	Design and deliver priority active transport projects across the City of Maribyrnong to improve safety, connectivity, and accessibility. Planned works include new bike lanes, pedestrian priority treatments, and upgrades at key intersections including: • Pedestrian Operated Signals at Ballarat Road and Melon Street intersection • Safety improvements at Geelong Rd Service Road intersection with Buckley Street, Footscray • Shared User Path on Dempster Street, West Footscray • Popup Bike Lanes adjustments and line marking upgrades • Road rehabilitation and bike lanes on Churchill Avenue, Braybrook • Bike path on Moreland Road, Footscray • Bike path in Cruikshank Park, Yarraville • Bikeway in Kleinmaker Lane (Elphinstone Lane), West Footscray	Transport & Engineering / Asset & Capital
A.3.2	Continue working with State Government agencies to deliver strategic cycling links and intersection upgrades that respond to changed travel patterns across the municipality as a result of the West Gate Tunnel, No Truck Zones and new cycling infrastructure including having regard to State Strategic Cycling Corridors (SSC). This includes pedestrian and cycling improvements: • Hyde Street/Napier Street Intersection	Transport & Engineering / Advocacy
A.3.3	Advocate to the State Government on public transport service and infrastructure improvement projects including: • Footscray Transport Interchange • New and improved bus services and infrastructure across the city A new, fully accessible Tottenham Station. improving local connections and safety. the tram network (SSC) and access (EV) incentives	Transport & Engineering / Advocacy
A.3.4	Develop a Public Transport Action Plan for the municipality to support advocacy for public transport service and infrastructure improvements.	Transport & Engineering / Advocacy
A.3.5	Commence detailed planning and early design for priority North–South cycling options to strengthen the cycling network and connections across the municipality.	Transport & Engineering
A.3.6	Encourage and support mixed-use and medium-density development in activity centres that are well served with public transport, to improve access to jobs, services and daily needs and reduce reliance on car travel.	Strategic Planning / Transport & Engineering

Kick start (0-3 years)				**Gaining Momentum** (0-3 years)				**Locking it in**	
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Action	Description	Lead Department
A.3.7	Deliver key pedestrian infrastructure upgrades across the city to improve safety, accessibility and walkability. This includes footpath renewals, installing pedestrian priority treatments, and building safer crossings considering urban design improvement opportunities.	Strategic Planning / Transport & Engineering
A.3.8	Fast-track new and improved cycling connections (e.g. bike lanes and off-road paths) to link with the new cycling infrastructure delivered with the West Gate Tunnel project.	Transport & Engineering
A.3.9	Install new movement sensors at key locations to monitor changes in travel patterns resulting from West Gate Tunnel projects and inform future active transport network planning and investments.	Transport & Engineering
A.3.10	Collaborate with the State Government to separate vehicles and bike riders on roads with high traffic volumes and/or speeds, especially those that connect people to key destinations like schools, shopping centres, and activity hubs, considering urban design opportunities.	Transport & Engineering / Urban Design
A.3.11	Collaborate with the State Government to separate vehicles and bike riders on roads with high traffic volumes and/or speeds, especially those that connect people to key destinations like schools, shopping centres, and activity hubs, considering urban design opportunities.	Transport & Engineering
A.3.12	Expanding secure bike parking and end-of-trip facilities, including lockers and showers at key destinations, to make cycling a practical option for commuting and everyday trips.	Transport & Engineering
A.3.13	Design safe and connected walking and cycling routes that link parks, open spaces, and community hubs such as activity centres, schools, and train stations to support accessible active transport options considering urban design opportunities. In parallel, develop a plan to identify opportunities for green infrastructure such as tree planting and soil zones along key active travel routes, enhancing amenity, shade, and environmental resilience.	Transport & Engineering / Urban Design
A.3.14	Support the growth of e-mobility options like e-bikes and e-scooters, by partnering with shared mobility providers, providing safe routes, secure parking and charging infrastructure across the City of Maribyrnong.	Transport & Engineering
A.3.15	Continue transitioning Council's fleet to zero-emission vehicles, showing leadership in the shift toward clean, sustainable transport creating opportunities for micro-mobility options	Fleet Services

Kick start (0-3 years)				**Gaining Momentum** (0-3 years)				**Locking it in**	
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Priority Area 4

Accessible places and destinations

Action	Description	Lead Department
A.4.1	Review and update Council's Parking Management and Resident Permit policies to guide how parking and kerbside space is planned, prioritised, and managed across the municipality. This will support contemporary, safe and accessible kerbside use, with priority for people with disabilities, community transport, rideshare, and essential services.	Transport & Engineering / Urban Design
A.4.2	Improve car parking management in activity centres through the preparation of Parking Overlays, supporting a shift toward walking, cycling and public transport while maintaining access for people with disabilities, visitors, and essential services.	Strategic Planning / Transport & Engineering / Urban Design
A.4.3	Develop Parking Precinct Plans across the municipality to support accessible and efficient access to activity centres, neighbourhood centres and key destinations, informed by local land use, Movement and Place classifications, and the needs of residents, businesses and visitors.	Transport & Engineering / Urban Design
A.4.4	Review Maribyrnong's Movement and Place framework in partnership with DTP, including development of longer-term scenarios.to support population growth, mode shift, improved accessibility and safer, more inclusive streets and places.	Transport & Engineering / Strategic Planning / Urban Design
A.4.5	Investigate and upgrade footpaths and crossings to meet DDA standards, and regularly review on-street infrastructure, street furniture and outdoor dining to ensure footpaths remain clear, safe and accessible for people using mobility aids, prams and wheelchairs.	Transport & Engineering / Strategic Planning / Urban Design
A.4.6	Consistent with Council's City Design Guidelines and Engineering Standard Drawings, investigate opportunities for planting in parking lanes or road edges, ensuring new trees and landscaping enhance amenity while maintaining pedestrian accessibility, clear sightlines and integrity of existing infrastructure.	Transport & Engineering / Urban Design

Kick start (0-3 years)				**Gaining Momentum** (0-3 years)				**Locking it in**	
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Action	Description	Lead Department
A.4.7	Further develop an 'Access and Inclusion Lens' for transport projects to embed inclusive design across all strategy and infrastructure work.	Transport & Engineering / Inclusive Communities
A.4.8	Improve data collection, engagement, and monitoring with underrepresented groups to better understand and respond to transport disadvantage and better support people who don't drive or find regular public transport hard to use.	Inclusive Communities / Transport & Engineering
A.4.9	Make equitable access a core principle of all transport and land use planning by reviewing Council policies and evaluation frameworks to focus on who can reach essential services such as jobs, schools, medical facilities, and shops, rather than solely measuring how efficiently people move through indicators travel speed or congestion.	Inclusive Communities / Strategic Planning / Transport & Engineering
A.4.10	Continue to build staff capability on inclusive design and access-focused planning and design principles, helping shift the culture of transport planning from car-based efficiency to people-centred connectivity.	Transport & Engineering / Urban Design / Inclusive Communities
A.4.11	Partner with local community organisations and service providers to develop and deliver targeted engagement programs using translated materials, interpreters, and culturally appropriate communication channels to ensure culturally and linguistically diverse (CALD) communities can fully participate in transport planning conversations and ensure engagement from all of the community is captured.	Transport & Engineering / Urban Design / Inclusive Communities
A.4.12	Review current processes for recording and using community feedback in transport projects, so that insights from engagement are clearly captured, shared with project teams, and used to inform design, priorities, and advocacy.	Transport & Engineering / Urban Design / Advocacy

Kick start (0-3 years)				**Gaining Momentum** (0-3 years)				**Locking it in**	
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Priority Area 5

Leading the way in transport innovation and technology

Action	Description	Lead Department
A.5.1	Develop a Future Transport and Mobility Discussion Paper that explores emerging trends and technologies, including electric vehicles, autonomous and connected vehicles, shared mobility services, Mobility as a Service (MaaS) platforms, consideration of sustainable transport solutions and the integration of smart technologies to enable real-time data collection, analysis, and optimisation of traffic flow, parking management, and public transport services.	Transport & Engineering
A.5.2	Establish a transport data program by routinely collecting and analysing local travel data, including pedestrian and cyclist counts, public transport patronage, and parking trends, as well as using digital tools like online mapping platforms, crowd-sourced reporting, mobile data insights, and interactive surveys to capture resident experiences.	Transport & Engineering
A.5.3	Address data gaps and equity considerations in transport planning, especially for underrepresented groups, and improve data collection methods, through targeted engagement, inclusive survey design, and partnerships with community organisations.	Inclusive Communities / Transport & Engineering
A.5.4	Apply transport modelling and scenario testing to guide future investment decisions, using evidence-based modelling to test alternative futures such as reduced car dependency, increased walking and cycling, greater public transport use, and emerging mobility options.	Transport & Engineering
A.5.5	Support safe trials of new transport services, such as e-scooters and on-demand shuttles, in partnership with the State Government and industry providers.	Transport & Engineering
A.5.6	Expand access to electric vehicle charging stations in public and private car parks and require EV-ready infrastructure in new developments.	Transport & Engineering
A.5.7	Ensure all new technologies introduced in the City of Maribyrnong are assessed for accessibility, safety, and community benefit, not just convenience.	Transport & Engineering
A.5.8	Use innovative engagement tools like place visioning and place imaging to guide strategic goals, enabling tactical urbanism and iterative trials to bring the vision to life.	Transport & Engineering

Kick start (0-3 years)				**Gaining Momentum** (0-3 years)				**Locking it in**	
25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35
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Priority Area 6

Culture change and behavioural shifts

Action	Description	Lead Department
A.6.1	Develop baseline data, KPIs and targets for transport network and services performance, and regularly report to the community on how we're tracking and to guide behavioural change on transport use and mode shift.	Transport & Engineering
A.6.2	Improve data collection and community engagement to better understand transport related issues, using surveys, lived experience feedback, and targeted engagement with marginalised groups.	Inclusive Communities / Transport & Engineering
A.6.3	Roll out targeted behaviour change programs including mode-specific community awareness initiatives. These efforts will support broader mode shift objectives by encouraging safer, more sustainable travel choices across the community.	Transport & Engineering
A.6.4	Foster public understanding of transport's role in climate action, liveability, and equity; deliver campaigns that connect sustainable choices to everyday life; further integrate transport themes into schools, community groups, and business networks.	Transport & Engineering / City Sustainability
A.6.5	Promote the health and wellbeing benefits of walking and cycling through local events, programs, and community partnerships that encourage people of all ages to keep moving.	Transport & Engineering / Active Maribyrnong
A.6.6	Co-design behaviour change programs with the community, run trials (e.g., car-free days, micro-mobility hubs) to showcase benefits, and highlight diverse stories that represent different worldviews and transport needs.	Transport & Engineering / Active Maribyrnong
A.6.7	Remove practical and cultural barriers to active and public transport; improve wayfinding, comfort, and safety; embed sustainable travel cues in public spaces; and use marketing that reflects inclusivity and different cultural perspectives.	Transport & Engineering / City Sustainability / Inclusive Communities
A.6.8	Encourage staff to walk, cycle or take public transport to work by promoting safe and accessible routes, sharing travel information, and providing end of trip facilities like bike parking and showers to make active transport a convenient and appealing choice.	Transport & Engineering / City Sustainability

Kick start (0-3 years)				**Gaining Momentum** (0-3 years)				**Locking it in**	
25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35
25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35
25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35
25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35
25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35
25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35
25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35
25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35
25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35



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Maribyrnong
CITY COUNCIL

