



Engagement Summary Report

Roadmap to Zero: Safe Travel Strategy and Action Plan 2026-31





Acknowledgement of Country

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Introduction

Project background

The City of Port Phillip does not have a Road Safety Strategy and Action Plan aligned with contemporary road safety policy and best practice for local roads and streets.

The *Roadmap to Zero: Safe Travel Strategy and Action Plan* will support Council to translate Safe System Approach and Vision Zero into a local policy framework. The Strategy and Action Plan provide clear direction to guide Council decision making, align local actions with national, state and Transport Accident Commission (TAC) road safety strategies, and support advocacy and funding alignment.

At the 3 December 2025 meeting, Council endorsed the release of the draft Strategy and Action Plan for community and stakeholder consultation which was undertaken between 27 January 2026 and 22 February 2026. This report summarises the findings of all qualitative and quantitative engagement activities.

What we set out to achieve

This engagement process allowed Council to gauge stakeholder and community sentiment on the draft *Roadmap to Zero: Safe Travel Strategy and Action Plan 2026-31* prior to Councillor briefings and meetings to endorse strategy and action plan.

About this report

This report is a record of the planned engagement process undertaken by Council which outlines the methodology, presents participant demographics (where available), and summarises the feedback received through the process.

Before reading this report

The following should be considered in reading this report:

- The information in this report is based on qualitative research and does not necessarily reflect the views of a statistically representative sample of the community.
- Participants attending the community events were self-selecting. As such, the key themes of conversations at these events may reflect only a limited proportion of the local community.
- Council strives to include diverse voices in our engagement activities. We acknowledge, however, that some people are likely to have experienced barriers to participation in the activities that are outlined in this report – including people with disability, multicultural communities, older people, Aboriginal and Torres Strait Islander people and others.
- The word ‘participants’ is used to describe the total group of community members and stakeholders who contributed to this engagement process. The terms ‘respondents’ is used to talk about the sub-group of total participants who responded to a specific question or engagement activity.
- The information and views presented in this report are a summary of the feedback heard from the engagement activities. As



such, some information maybe factually incorrect, unfeasible or outside of the scope of this project.

- The report summarises the feedback from engagement activities. While every effort is made to include the full breadth of feedback provided, not all comments, views or advice are shown in the findings of this report. Where appropriate, a mix of quotes, themes and metrics are used to convey community feedback.
- We acknowledge that, while efforts are taken to manage duplication, there is potential for double counting where participants have attended multiple events, and/or completed online activities via the Have Your Say website.
- Detailed participant demographic data was not collected or mandatory across all engagement events and activities. This may affect the weight of findings about community participation. Where appropriate, response numbers for each question are displayed or acknowledged.
- This report focuses on the communication and engagement activities delivered by Council in a planned engagement process. It does not necessarily include events, meetings, surveys, petitions, or communications organised by the community or third parties.

What we did

Between 27 January, 2026 and 22 February, 2026 we delivered a range of communications activities to let the community know about the draft *Roadmap to Zero: Safe Travel Strategy and Action Plan 2026-31*, and collected feedback through a mix of engagement activities.

All engagement activities were originally planned to conclude by midnight Friday 20 February, however the closure of the online survey was extended to midnight Sunday 22 February following a late surge in community interest.

A workshop was planned to be undertaken at the St Kilda Library on 19 February, however due to low registration numbers this was undertaken via one-on-one phone interviews.

Communications activities

To increase awareness of the engagement process, we did the following:



Postcard distribution

Council officers handed out QR-code postcards promoting the engagement period and survey during the first week of the engagement period at:

- Bay Street, Port Melbourne
- Coventry Street, South Melbourne
- Bridport Street, Albert Park
- Acland Street, St Kilda
- Carlisle Street, Balaclava
- Ormond Road, Elwood

Officers provided background to the project and invited them to provide feedback via the survey or written submission.

Postcards were also distributed throughout all branches of the City of Port Phillip Library Service.



Engagement invitation emails

32 emails were sent to local Port Phillip schools, community groups, and other organisations inviting them to provide feedback via survey or written submission.

This included:

- All major public, independent, special, and religious primary and secondary schools in Port Phillip.
- Victoria Police – Southern Metropolitan Division
- Port Phillip Bicycle User Group
- SouthPort Community Centre
- Victorian Pride Centre
- Melbourne Gig Workers Hub

Requests for in person or online discussions were received from Victoria Police (Southern Metropolitan Division), Victorian Pride Centre and Melbourne Gig Workers Hub, with no additional organisations seeking a meeting during the engagement period.

Written submissions were received from schools, and survey responses received from individuals served by these organisations including Port Phillip Bicycle User Group and SouthPort Community Centre.



Newsletters

Project information and an invitation to engage was included in three newsletters during the engagement period:

- DiverCity
- City of Port Phillip Business Community e-newsletter
- City of Port Phillip Middle Years and Youth Services e-bulletin



Social media posts

Two social media posts (including a paid boost) were used to promote engagement via the City of Port Phillip's Facebook and Instagram pages. Across all channels we received:

- 59,707 views across two posts and boost
- 1,251 clicks to our Have Your Say page.



The link to the Have Your Say page was widely shared amongst prominent online community groups, including the Ratepayers of Port Phillip Facebook page on 20 February.



'Have your say' website

Council's dedicated engagement website, 'Have your say' included a page for this project, with FAQ, process information, a timeline, contact details, and opportunities to engage.

Engagement activities

To collect feedback from the community we did the following activities:



Survey x535

A survey was available online via Council's 'Have Your Say' website. Over the course of the engagement period, we received a total of 535 survey responses.

This survey collected demographic details about participants, and asked for community feedback on:

- The types of road safety infrastructure improvements that matter to the community
- Types of streets which should be prioritised for safe speed reviews
- Behaviours that Council should focus on through education and safety campaigns
- Opportunities to raise any broader road safety concerns not captured by focused questions.

These questions are based upon the four key pillars of the Safe System Approach: safe streets, safe speeds, safe people, and safe vehicles. Questions were primarily quantitative, with optional text boxes to capture qualitative data.

The survey was available in English as default, with Chinese, Spanish, Russian, and Greek translation



available upon request. Translation in other languages could be provided for free via the National Relay Service.



Targeted discussions x4

Some key stakeholder groups expressed a preference for an online or in person catchup instead of a written submission or survey response. Council officers met with:

- Victoria Police (Southern Metropolitan Division) Senior Sargeant on 19 February who provided input on local area road safety issues.
- Young people (aged 12–17) at the Emerald Hill Library’s After School Games Club on 12 February to hear their perspectives on getting around the City of Port Phillip.
- Victorian Pride Centre leadership on February 13 about key issues facing LGBTIQIA+ people getting around, and local area issues impacting the Centre’s operations on Fitzroy St, St Kilda.
- Melbourne Gig Workers Hub founding member on 20 February regarding key issues for delivery riders who use the road for work.



One on one interviews x9

During the engagement period Council officers conducted nine one on one phone interviews to gather detailed insights from community members. This activity substituted a planned in person workshop that did not proceed due to low registration numbers.

The interviews followed the workshop’s proposed format and allowed participants to discuss their travel

experiences, local road safety concerns, and priorities for safer roads, speeds, and behaviours in Port Phillip.

Interviews covered the key features of the project and provided space for participants to share ideas in depth. Participants received a \$50 supermarket voucher for their time.



Written feedback x7

A total of seven written responses were received:

- Four from the local school community, Port Phillip Bicycle User Group and Port Phillip Emergency Climate Action Network.
- Three written responses from individual community members.

Engagement participation summary

Approximately 562 individual contributions from community members and stakeholders have informed this engagement process.

Activity	Number of participants	Insights
Online survey	535	<ul style="list-style-type: none"> • 535 surveys completed during survey period.
One on one focus interview	9	<ul style="list-style-type: none"> • Over the phone interviews conducted with nine community members
Written submissions	7	<ul style="list-style-type: none"> • Three letters from individual community members • Four letters from stakeholder groups.
Stakeholder targeted discussions	4	<ul style="list-style-type: none"> • Four discussions with stakeholder groups on road safety matters



Who we heard from

Online survey participant demographics and characteristics

Through our online survey we asked questions about participants' demographic details and assessed their eligibility to participate. There were 542 prospective online survey respondents, of which 535 were eligible to participate.

If a prospective survey respondent reported to not live, work, or regularly travel through or visit City of Port Phillip the survey did not continue, as they were not considered to have sufficient connection to the municipality to provide informed feedback on local road safety issues.

Demographic questions were optional, and participants could choose which personal information they wished to provide.

PARTICIPANT RELATIONSHIP TO CITY OF PORT PHILLIP

Roadmap to Zero is a city-wide Strategy and Action Plan, and broad participation from residents who live and work across the municipality is essential.

People were eligible to participate in the online survey if they self-identified as living, working, or regularly travelling through City of Port Phillip.

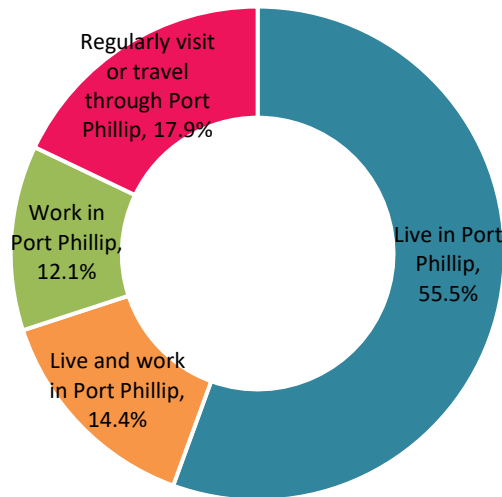


Figure 1 – Online survey respondent relationship to City of Port Phillip

- 297 respondents reported to live in Port Phillip
- 77 respondents reported to *both* live and work in Port Phillip
- 65 respondents reported to work in Port Phillip, but live elsewhere
- 96 respondents reported to both live and work elsewhere *but regularly visit or travel through* Port Phillip.
 - Approximately 95% of these 96 respondents live elsewhere in Greater Melbourne, whilst the remaining 5% live in regional Victoria.

Note: 7 prospective respondents reported to *not* live, work, or regularly visit or travel through Port Phillip. The survey did not continue for these participants.

PREVIOUS ENGAGEMENT WITH CITY OF PORT PHILLIP

We asked if participants had engaged with Council on any other projects in the past 12 months.

- 315 respondents of these said No they had not engaged with Council in the past 12 months
- 149 respondents said Yes, they had engaged with Council in the past 12 months

- 71 participants were not sure.

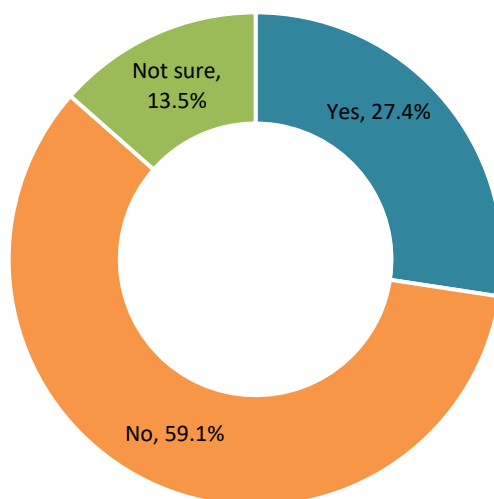


Figure 2 – Online survey respondent previous participation in City of Port Phillip engagement activity in the last 12 months

LIVING IN PORT PHILLIP

Of the 374 online survey respondents who live in City of Port Phillip (70% of online survey participants), 360 told us which Port Phillip suburb they lived in. This includes people who both live and work in City of Port Phillip.

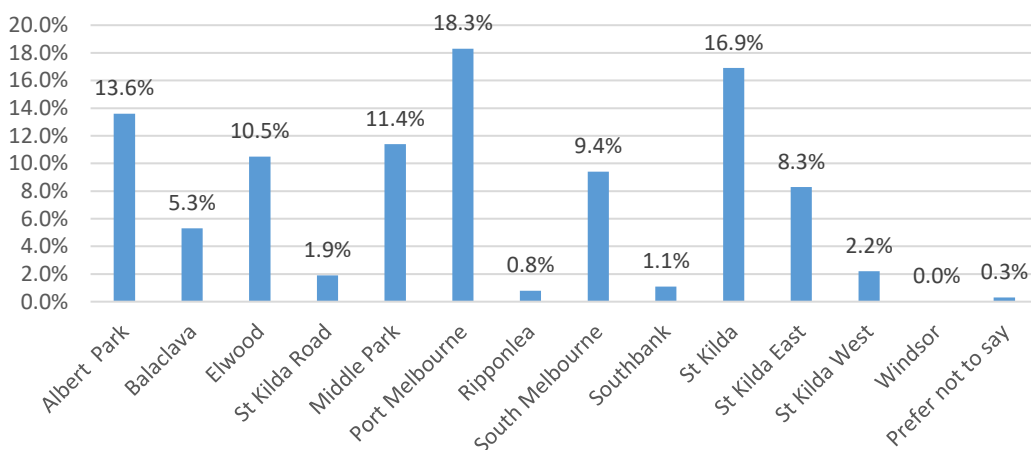


Figure 3 – Online survey respondent City of Port Phillip home location

The suburbs most frequently reported by participants as their place of residence included Port Melbourne, St. Kilda and Albert Park, followed by Middle Park, Elwood, and South Melbourne. This represents a strong and accurate representation across the north and south of City of Port Phillip.

WORKING IN PORT PHILLIP

Of the 142 participants who work in City of Port Phillip, 139 told us which Port Phillip suburb they work in. This includes people who both live and work in City of Port Phillip.

Albert Park was over-represented in the sample as a place of work compared to Census data. This is likely influenced by students from Mac Robertson Girls’ High School selecting Albert Park as their place of work, reflecting the location of their school rather than paid employment. This has skewed the results for this suburb relative to other Port Phillip locations but does not materially impact the findings of the survey.

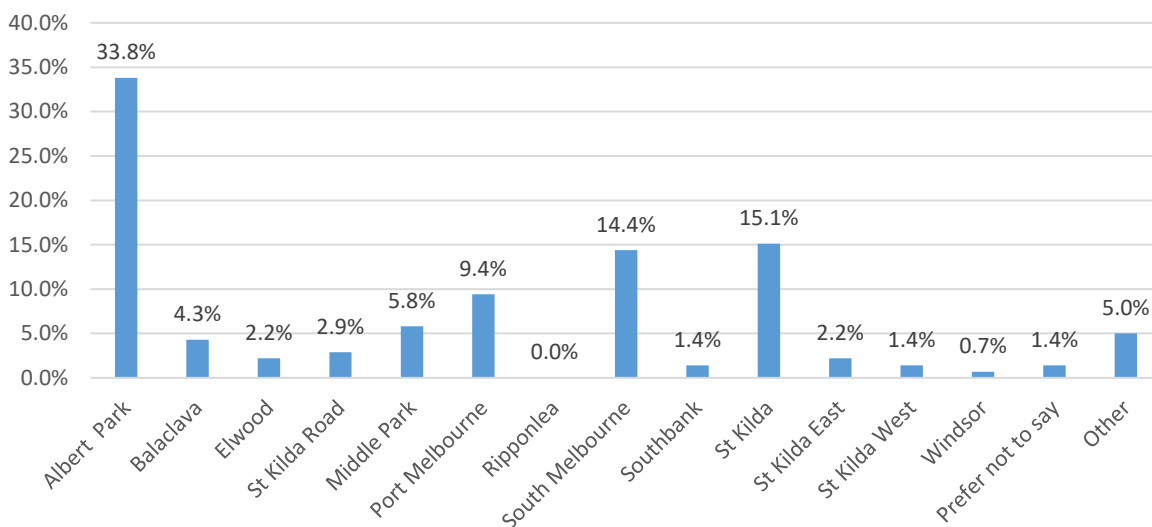


Figure 4 – Online survey respondent City of Port Phillip suburb work location

MOVING AROUND PORT PHILLIP

Participants could select up to three modes they use most often, reflecting multimodal travel and choice of options.

- Walking, public transport (including buses, trams, and trains) and driving (as a driver or as a passenger) were the most selected modes of transport selected by respondents, followed by bike riding.

- E-mobility (including scooters), motorcycles and mobility aids were commonly used by far fewer respondents.

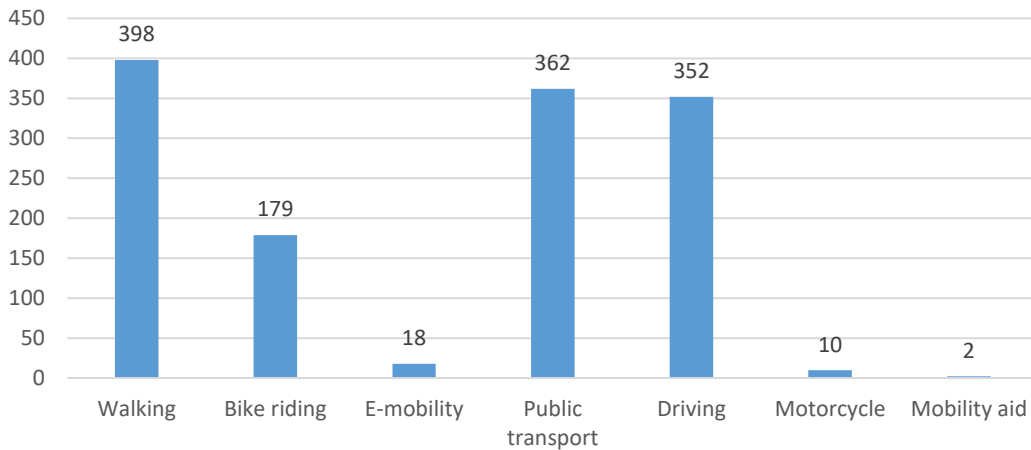


Figure 5 - Most used transport modes of online survey respondents (top 3 selection)

These results generally align with City of Port Phillip travel patterns reported in Census-based datasets.

Participant age, gender, and diversity characteristics

Demographic information helps us understand who participated in our survey. Because people experience road safety differently depending on their personal circumstances and how they travel, these insights help ensure the Strategy responds to different experiences across the community.

PARTICIPANT AGE

In total 503 participants provided an answer to this optional question.

- There was strong representation of children/young people between the ages of 12-17 (12%) and adults aged 35-49 (30.65%), 50-59 (22.8%), and 60-69 (15.51%).
 - These age groups were all over-represented in the survey sample when compared with the age distribution of Port Phillip residents in the 2021 Census.

- By contrast, young adults aged 18–24 (1.68%) and 25–34 (6.54%), along with older residents aged 70–84 (4.67%), were under-represented in the survey compared with Port Phillip’s 2021 Census population.
- There were no responses from people aged 85 years and over, a notable gap in the sample for an older and potentially vulnerable road-user cohort.

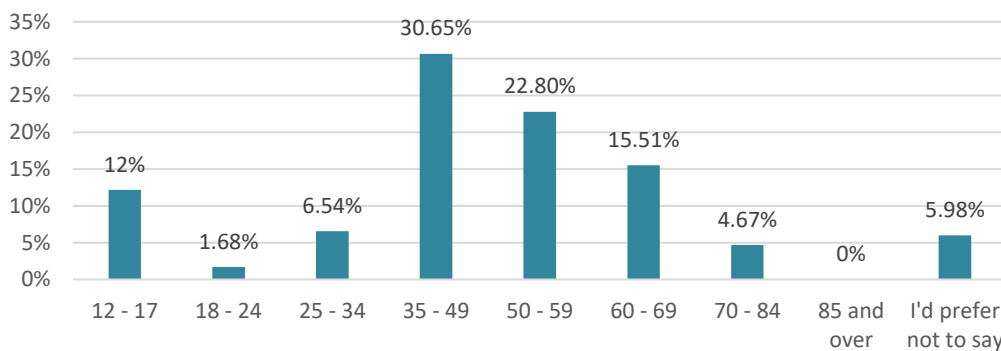


Figure 6 - Age of online survey respondents

PARTICIPANT GENDER

In total 504 participants provided an answer to this optional question.

275 participants identified as female, 219 participants identified as male, and 10 participants identified as non-binary / use another term.

Some participants chose not to answer this optional question.

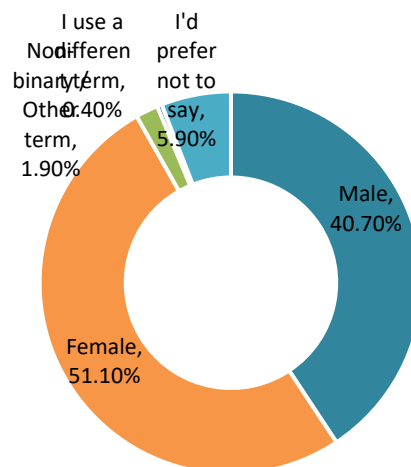


Figure 7 - Gender of online survey respondent



An analysis of survey responses by people who identified as either male or female are provided in the online survey findings summary.

PARTICIPANT DIVERSITY

As one of Victoria's most diverse local government areas, we asked participants if they identified with any range of statements to help us understand the extent to which these groups are represented within the survey sample.

Out of our 535 survey respondents:

- 114 reported speaking a language other than English at home (21.3%)
- 60 identified as LGBTIQ+ (11.2%)
- 26 reported being a person with a disability (4.9%)
- 11 reported being of Aboriginal or Torres Strait Islander background (2.1%)

303 respondents (53.3%) did not identify with any of these diversity statements, 55 (9.7%) preferred not to respond to this optional question.

What we heard

From the online survey

The online survey included four core questions aligned with the four pillars of the Safe System Approach, which are the basis of the Action Plan's focus areas:

- Safe road infrastructure
- Safe speeds
- Safe people and behaviours
- Safe vehicles

Questions 1, 2, and 3 used a multiple-choice format and included an open text (*Other*) field to capture any additional feedback related to that specific theme. Respondents could select up to two to three choices, allowing them to focus their responses on the priorities most relevant to them, including *Other*.

Question 4 used a five-point Likert scale and included an optional open-text field.

A fifth question provided a general open text box where participants could share any other feedback, comments or suggestions not covered elsewhere in the survey.

Open text comments have been coded, quantified and analysed according to the themes and priorities mentioned by respondents and are summarised under each corresponding question.

Question 1 – Safe road infrastructure

Q: Roadmap to Zero’s Action Plan proposes to develop guidelines to create safer road infrastructure in City of Port Phillip.

What kind of road safety improvements matter most to you?

This question related to the theme of safe road infrastructure, one of the pillars of the Safe System Approach and a focus area of the Action Plan.

Respondents were presented with a multiple-choice question, with the option to select up to two responses, including Other where they could provide an open-text comment relating to their safe road infrastructure priorities.

SAFE ROAD INFRASTRUCTURE PRIORITIES (MULTIPLE CHOICE)

The most frequently selected top 2 priorities for road infrastructure safety improvements were:

- *safer pedestrian crossings* (217 selections)
- *safer streets around schools* (195 selections)
- *safer intersections* (191 selections)

Lower priorities included *safer bike infrastructure* (141 selections); *safer major State roads, freight routes or highways* (126 selections); and *safer activity centre streets* (102 selections).

These quantitative results indicate preference for treatments that reduce conflict and improve safety at key points where different road users interact (including driving, walking, and bike riding), and in locations where vulnerability or risk is perceived to be higher, such busy pedestrian environments, school precincts, and intersections.

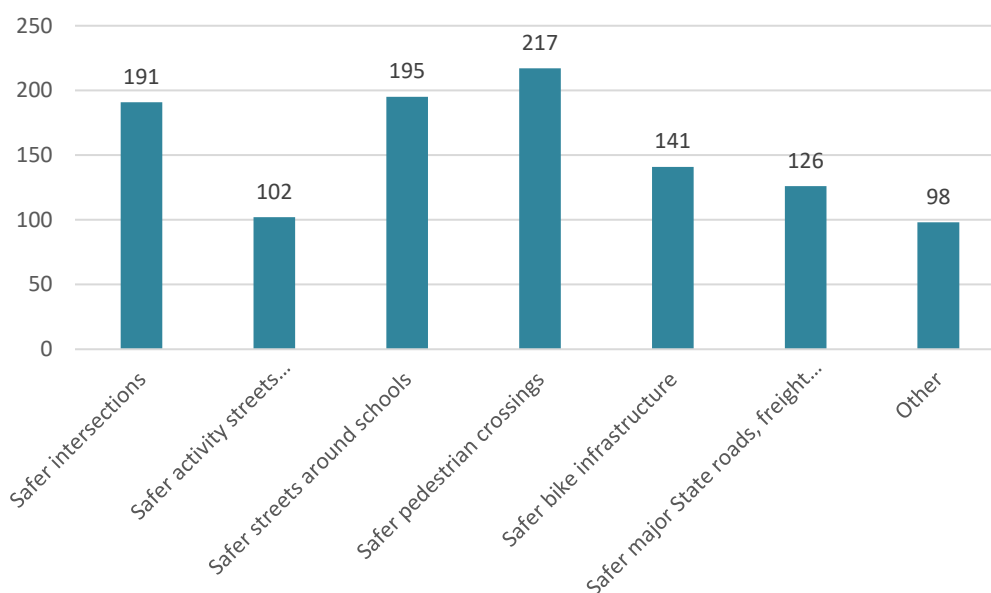


Figure 8 - Road safety infrastructure improvement priorities (top 2 selections)

OTHER SAFE ROAD INFRASTRUCTURE PRIORITIES

98 respondents selected *Other* as one of their top 2 priorities and provided qualitative comments in an open text box. Some respondent's comments mentioned multiple priorities which have been coded as themes.

Key priorities within additional comments relating to safer road infrastructure were:

- Maintenance (16 mentions) – Council should focus on fixing surfaces, potholes, uneven surfaces and drainage.

Secondary priorities included:

- Traffic calming (7 mentions) – General requests for more calming in local streets including speed humps, cushions, and chicanes.
- Less bike infrastructure (7 mentions) – Requests to scale back or remove existing and future bike infrastructure.
- More parking (6 mentions) – Desire for increased on-street parking supply.

Minor priorities include tram stop safety (3 mentions); rat ridding (2 mentions); safer streets for schools/children (2 mentions); more road space for cars (1 mention); more bike infrastructure (1 mention); and improvements to line marking (1 mention).



Comments unrelated to this theme included mentions of hooning, enforcement, concerns around use of e-scooters, and speed. These themes will be addressed under questions 2, 3, and 5.

Question 2 – Safe speeds

Q: Roadmap to Zero’s Action Plan proposes actions to guide Council’s management and advocacy of safe speed reviews in higher risk locations. What types of street environments should be prioritised for speed reviews?

This question related to the theme of *safe speeds*, a pillar of the Safe System Approach and focus area of the Action Plan.

Respondents were presented with a multiple-choice question, with the option to select up to two responses, including *Other* where they could provide an open-text comment relating to their safe speed priorities.

SAFE SPEED PRIORITIES (MULTIPLE CHOICE)

The most frequently selected top 2 priority street types for safe speed reviews were:

- *Local streets near schools* (279 selections)
- *Major State roads, freight routes, or highways* (203 selections)
- *High streets / local shopping precincts* (197 selections)

There is a clear majority support amongst responses for speed limit reviews near schools, and a less significant majority of favour of reviews on arterial roads and in activity centres. This is reinforced by qualitative data responses to this question (*Other* – below) and Question 5.

Lower priorities for speed limit reviews included perceived less busy road types including '*local streets near shopping precincts*' (150 selections); and '*residential streets*' (132 selections).

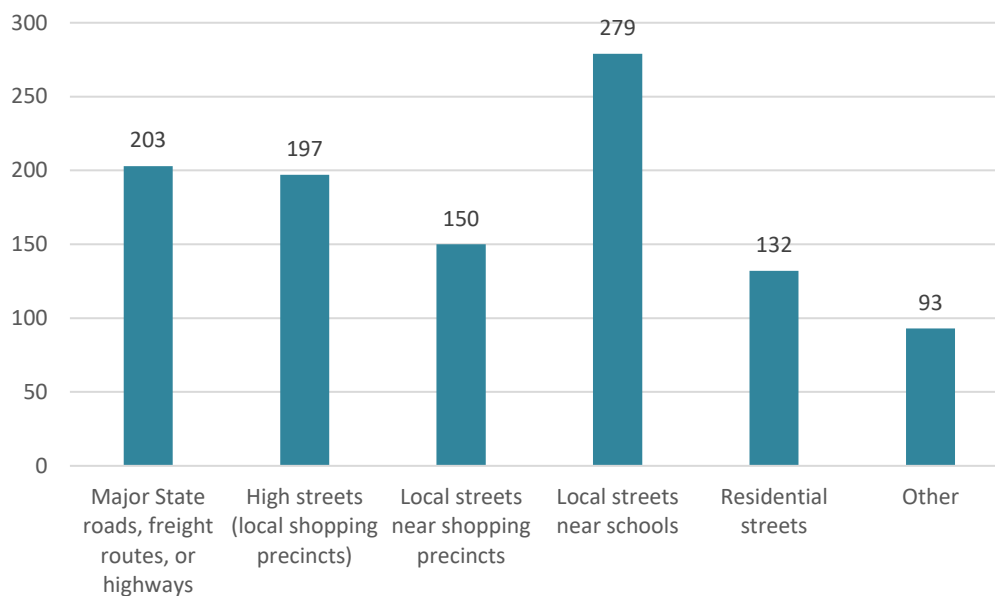


Figure 9 - Speed review street type priorities

OTHER SAFE SPEED PRIORITIES

93 respondents selected *Other* as one of their top 2 priorities and provided qualitative comments in an open text box. Some respondent's comments mentioned multiple priorities which have been coded as themes.

Key priorities within qualitative comments relating to safer speeds were:

- Keep current speed limits (37 mentions) – The largest single theme supported retaining existing limits and not expanding reductions further. General sentiment within these mentions is that the current speed limits seemed appropriate, that they were ineffective or revenue raising, and that the real issue is driver competence.
- Lower speed limits (34 mentions) – Another substantial group supported reducing speeds. This included general calls for lower limits across more streets and targeted reductions in specific high-risk locations, particularly near schools and tram stops.

Secondary priorities in the comments included:

- Hooning and enforcement (6 mentions) – Calls to prioritise enforcement of existing limits and address dangerous driving.



- Increase speed limits (6 mentions) – A small called for a general increase in speed limits across Port Phillip above the current settings.

Minor priorities included speed signage consistency (2 mentions); and better use of road crash data to inform speed limit reviews (2 mentions).

Priorities mentioned that are unrelated to the theme of safe speeds included referenced bike infrastructure, driver behaviour/education, planning processes, survey design, e-scooters/e-bikes, and road maintenance. These priorities are addressed under analysis of questions 1, 3, and 5.

Question 3 – Safe people (behaviours)

Q: We want to run campaigns that help people stay safe on our streets and paths. Which behaviours should Council focus on changing?

This question related to the theme of safe people (the behaviours of all road users), a pillar of the Safe System Approach and focus area of the Action Plan.

The question comprised a quantitative multiple-choice component. With a higher number of options than previous multiple-choice questions, respondents were able to select up to three priorities (including their own under Other).

SAFE PEOPLE PRIORITIES (MULTIPLE CHOICE)

The highest priorities for behaviour change and road safety campaigns and initiatives selected by respondents in their top 3 included:

- *Supporting needs of children, older people, and people with disabilities who may rely on walking, bike riding and public transport to get around* (235 selections)
- *The right of pedestrians and bike riders to use roads and streets* (233 selections)
- *Safe walking routes to school* (200 selections)

These preferred priorities indicate a clear emphasis on the safety and inclusion of vulnerable road users, particularly those who rely on walking and public transport. As with Question 2 responses (Safe Speed), support for children's independent mobility and safer school related travel is strongly reflected in these results.

Lower priorities selected for this theme include *bike riding / scooting on footpaths* (183 selections); *driver distractions* (170 selections); *shared user path safety* (166 selections); *preparing children and teenagers for bike riding and scooting* (160 selections); and *on road tram stop safety and awareness for drivers and passengers* (154 selections).

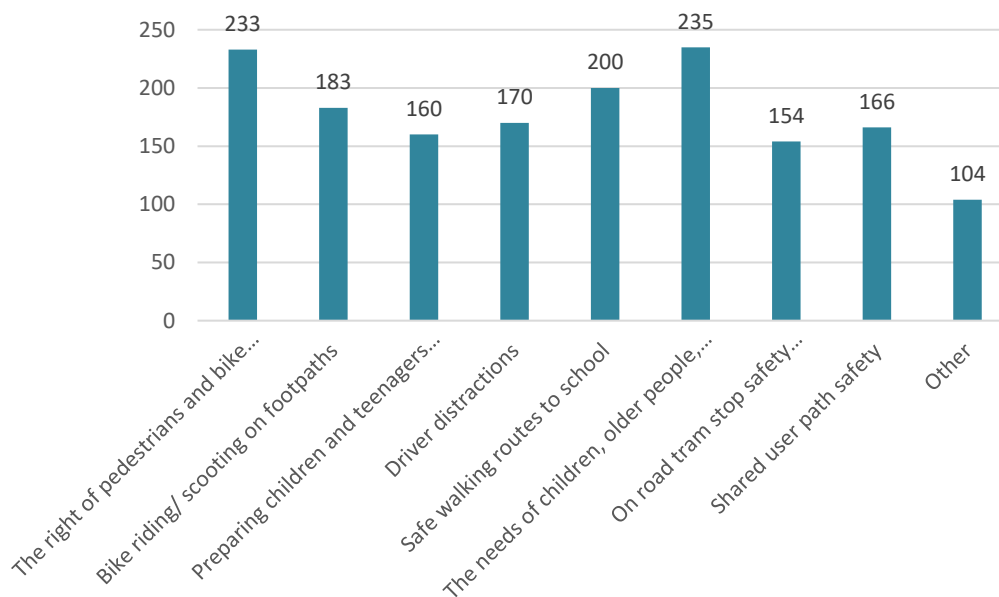


Figure 10 - Safe people (road user behaviour) priorities

OTHER SAFE PEOPLE PRIORITIES

104 respondents selected *Other* and provided qualitative comments in an open text box. Some participants' comments mentioned multiple themes.

The primary priority mentioned within Other comments relating to Safe People was:

- Hooning, unsafe driver behaviour and enforcement (28 mentions) – The largest single theme focused on dangerous driver behaviour, including hooning, speeding and general non-compliance.

Secondary priorities mentioned were:

- E-scooter and e-bike rider behaviour (13 mentions) – A group of respondents highlighted unsafe or unpredictable behaviour by e-scooter and e-bike riders.
- Bike rider behaviour and education (11 mentions) – Some respondents raised the need for improved education for bike riders, including road-rule awareness, safe passing behaviour, and interactions with pedestrians and other vulnerable road users.
- Pedestrian behaviour and distraction (10 mentions) – Comments referred to unsafe pedestrian behaviour such as inattentiveness at crossings or stepping into traffic without awareness.



Minor priorities regarding road user behaviour included targeted education for delivery riders (3 mentions); joggers and shared user paths (2 mentions); and heavy vehicle operators (1 mention).

Priorities mentioned that were unrelated to the theme of Safe People included feedback on pedestrian and bicycle infrastructure, e-bike and e-scooter regulation, and general maintenance issues. These priorities are addressed under analysis of questions 1 and 5.



Question 4 – Safe vehicles

Q: How important is it to you that Council adopts and encourages the use of vehicle safety technology, including features in cars and emerging transport options such as e-bikes and e-scooters?

This related to the theme of Safe Vehicles and Council’s role in supporting the transition to safer vehicles, including Council’s own fleet.

5-POINT LIKERT SCALE (QUANTITATIVE)

The question comprised a 5-point Likert scale, gauging how important respondents considered Council’s adoption and promotion of vehicle safety technologies across cars and emerging transport options such as e-bikes and e-scooters.

Respondents had the option to skip providing a quantitative scale and provide a qualitative comment in the ‘Other’ text box.

Very important	40.9%
Somewhat important	21.4%
Neutral	14.5%
Somewhat unimportant	4.1%
Not important at all	13.1%
Other	6.0%

Most respondents (62.3%) view Council’s role in vehicle safety technology as important compared to 17.2% who considered it unimportant. 14.5% did not have a view, and 6% chose to provide a written qualitative response instead.

OTHER SAFE VEHICLE PRIORITIES

32 respondents selected Other and did not provide a response within the Likert scale question.



One primary theme emerged in these comments relating the responsibility and level of influence Council has over this area of road safety. Respondents felt that Council should instead focus on core issues such as maintenance, community safety and addressing homelessness.

Question 5 – General road safety comments and suggestions

Q: Do you have any other comments or suggestions related to road safety in City of Port Phillip?

Of the 535 survey participants, 347 respondents provided additional comments in response to this open-ended question. The question was intentionally broad to capture road safety issues not fully addressed elsewhere and to allow respondents to expand on earlier feedback.

Analysis of these comments identified 20 distinct themes (priorities) spanning road infrastructure, speed management, school precinct safety, road user behaviour, vehicle-related issues, and Council's role supporting Vision Zero. These themes and the priorities identified in responses are analysed below:

QUESTION 5 MENTIONS OF ROAD INFRASTRUCTURE

Road infrastructure was the most prominent theme overall, indicating strong community recognition that street design and layout are central to road safety outcomes.

Primary priorities mentioned in road infrastructure-related comments included:

- **Support for safer pedestrian infrastructure** (81 mentions)

This was the single most frequently raised issue. Respondents emphasised safer crossings, footpath improvements and reduced pedestrian exposure to traffic, suggesting strong support for prioritising walking safety across the network.

- **Support for safer bike infrastructure** (71 mentions)

High support for protected bike lanes and safer riding conditions indicates broad community recognition that infrastructure separation from traffic is necessary to improve bike riding safety and participation.

Together, these primary priorities point to strong support for reallocating road space to protect vulnerable road users.

Secondary priorities mentioned in road infrastructure-related comments included:

- **Support for traffic calming initiatives** (38 mentions)

Respondents linked traffic calming to safer neighbourhood streets and reduced vehicle speeds, particularly in residential and activity areas.

- **Opposition to bike infrastructure** (38 mentions)

Opposition to bike infrastructure was mentioned within 38 comments. While not a primary theme, it reinforces the perception of bike infrastructure having a negative impact on parking availability and road space allocation for cars.

- **Opposition to removal of on-street parking** (20 mentions)

Concerns focused on access, convenience and local amenity, indicating that resistance to safety measures is often tied to perceived impacts on driving and parking rather than opposition to safety itself. This was frequently associated with the implementation of bike infrastructure.

Other minor priorities mentioned in road infrastructure-related comments included road maintenance (16 mentions) and signage and line marking clarity (11 mentions) as contributors to safety. Opposition to pedestrian infrastructure or traffic calming (10 mentions) reflected a small cohort concerned about delays or reduced vehicle access. Traffic signal timing (8 mentions) was a low-frequency operational concern.

Conclusion of Question 5 road infrastructure comments

The findings of these responses to road infrastructure indicate show strong support for infrastructure-led road safety improvements, particularly for pedestrians and bike riders.

- Street design and traffic calming are widely recognised as important contributors to safer behaviour and reduced risk.
- Bike infrastructure remains a contested issue, while it did receive a majority of support in comments, opposing comments primarily focused on impacts to parking, convenience and amenity.
- Minor comments highlight the importance of well-maintained, clear and legible road environments.

Overall, the findings indicate general community support for road safety infrastructure improvements as part of the City's response to road safety, alongside clear expectations that changes are delivered with sensitivity to local amenity, parking accessibility and ongoing community engagement.

QUESTION 5 MENTIONS OF SAFE SCHOOL PRECINCTS

Safe school precincts emerged as a clear primary priority, cutting across infrastructure, speed and behaviour themes.

- **Support for safer school precincts** (58 mentions)

Respondents consistently mentioned schools in relation to lower speeds, safer crossings and better traffic management. The frequency and consistency of comments indicate strong community consensus that children's safety warrants targeted, place-based intervention, even where other safety measures may be contested.

Conclusion of Question 5 safe school precincts related comments

These comments underscore the recognition in the community that school precincts are places that require ongoing sensitivity and careful planning to create safer environments for people using them.

QUESTION 5 MENTIONS OF SPEEDS

Speed-related comments indicate overall support for safe speed reviews, alongside a notable but smaller cohort expressing opposition, primarily where changes were perceived to affect convenience or local driving conditions.

The **primary priority** mentioned in speed-related comments included:

- **Support for safe speed reviews** (43 mentions)

Respondents commonly identified speed as a key contributor to crash risk and severity, particularly on local streets and near schools.

The **secondary priority** mentioned in speed-related comments included:

- **Opposition to safe speed reviews** (26 mentions)

Opposition focused on convenience, enforcement and perceived over-regulation, rather than denying the relationship between speed and safety.

Minor priorities mentioned in speed-related comments included maintaining existing speed limits (9 mentions) and consistency in speed limits (4 mentions), reflecting a desire for the status quo and clarity.

Conclusion of Question 5 speed related comments

Respondents generally acknowledged the relationship between vehicle speed, crash risk and injury severity, particularly on local streets and around schools, while opposition tended to focus on impacts to convenience and efficiency, rather than disputing safety principles.

QUESTION 5 MENTIONS OF ROAD USER BEHAVIOUR

Behaviour-related issues formed the second largest theme, indicating expectations that road safety initiatives address how people use the road, not just infrastructure.

Primary priorities mentioned in relation to road user behaviour included:

- **Concerns regarding e-bikes and e-scooters** (53 mentions)

This was the most prominent behavioural issue, reflecting concern about speed, footpath riding, rule compliance and interactions with other users.

- **Concerns regarding hooning and aggressive driving** (41 mentions)

Respondents identified these behaviours as a serious safety and amenity issue, particularly at night and in specific locations.

The secondary priority mentioned in relation to road user behaviour included:

- **Knowledge of road rules** (33 mentions)

Comments highlighted confusion across modes, suggesting a need for education and clearer expectations for all road users.

Delivery riders (6 mentions) were acknowledged as an emerging issue linked to time pressure and exposure risk but raised less frequently than other behaviour concerns.



Conclusion of Question 5 road user behaviour

Negative road user behaviour, including hooning, is a significant contributor to safety and amenity concerns. Feedback indicates expectations that road safety responses address behaviour alongside infrastructure, especially where increased mode diversity, such as e-bikes and e-scooters, creates uncertainty and conflict.

Concerns centred on compliance, speed and aggression, while calls for improved understanding of road rules reflect a desire for clearer expectations and shared responsibility across all road users, rather than a focus solely on enforcement.

QUESTION 5 COMMENTS IN RELATION TO ENGAGEMENT PROCESS

Twenty-eight respondents expressed scepticism about decision-making, calling for clearer evidence, transparency and justification for changes.

Conclusion of Question 5 road user behaviour

While not a dominant view, this highlights the importance of the City of Port Phillip, as a statutory decision-maker and road authority, to provide clear communication, evidence-based rationale, particularly when future road safety projects are concerned.

In this instance of future projects, it should be noted that Council will be required to engage on any significant impacts to road environments.

QUESTION 5 COMMENTS IN RELATION TO SAFE VEHICLES

A very small number of respondents (four) highlighted their concerns in relation to vehicles themselves, particularly the increasing size of private vehicles in inner city environments.

Differences in feedback by gender

This analysis includes 494 participants who identified as either male or female in the online survey. Key differences in priorities and travel behaviours are summarised below.

TRAVEL BEHAVIOUR

Men were substantially more likely to report riding a bike regularly (48%) compared to women (23%). This is consistent with Bicycle Network and City of Port Phillip count data, which shows that men account for the majority of bicycle trips across the municipality.

These findings indicate higher bike riding participation among men and lower comfort, confidence or perceived relevance of bike riding for women. Safety concerns, particularly on streets without protected infrastructure, are a known factor influencing this disparity.

Women were more likely to rely on public transport than men (79% of women compared with 56% of men), suggesting that public transport plays a more significant role in women's daily travel patterns. This reflects broader gendered travel behaviours, including trip chaining, off-peak travel, and greater integration of work, caring and household responsibilities.

SAFETY AROUND SCHOOLS

Females were much more likely to prioritise safety near schools in multiple questions, prioritising safer streets for schools in Question 1 in 46% of responses compared to 27% for males; in Question 2 they were more likely to support speed limit reviews near schools (63%) than males (43%); and in Question 3 they prioritised safe walking routes to school in 48% of their selections compared to males at 26%.

BIKE INFRASTRUCTURE

Males were far more likely to prioritise safer bike infrastructure in their selections (40%) compared to females (16%), reflecting their higher uptake of bike riding.

PEDESTRIAN CROSSINGS

Females prioritised safer pedestrian crossings more than males (50% to 32%), aligning with higher walking and public transport use.

SCHOOL RELATED BEHAVIOUR

Females consistently rated school related behaviour change higher than men (48% to 26%), particularly safe walking routes to school.

CYCLIST & SCOOTER BEHAVIOUR

Males were more likely to want action on bike/scooter riding on footpaths (40%) than females (28%).

SHARED PRIORITIES ACROSS GENDERS

Across both groups, respondents commonly prioritised:

- General road safety and safer crossings
- Concerns about hooning, speeding and driver behaviour
- Improving local amenity, maintenance and footpath quality

From focus interviews

An in-person workshop was originally planned to be held at the St Kilda Library on 19 February 2026. Due to low registration numbers, this activity was instead delivered through one-on-one phone interviews. As the workshop was intended to be a paid participation activity, interview participants were reimbursed for their time with a \$50 supermarket voucher.

Nine community members participated in the interviews. Discussions covered the same four themes as the online survey, with additional opportunity for more detailed exploration of participants' experiences, priorities and perspectives through direct discussion with the project lead.

Across the nine one-on-one survey participants, respondents were predominantly middle-aged to older adults with a fairly even gender split:

- Four aged 35-49 (two male, two female)
- One aged 50-59 (one female)
- Three aged 60-69 (two male, one female)
- One aged 70-84 (one female).

Most of the participants lived in City of Port Phillip's south, with overrepresentation from suburbs including St Kilda, Balaclava, and Elwood.

Q: When you're moving around Port Phillip, what has been your experience of road safety?

Phone interviewees generally reported feeling reasonably safe in calmer local streets, village areas and off-road paths, but this confidence was undermined by concerns in specific locations, particularly on busy arterial roads, wide crossings and complex or confusing intersections.

Experiences varied by mode, with cyclists reporting inconsistent and often inadequate bike infrastructure, pedestrians highlighting short crossing times, faded markings and driver non-compliance. Drivers noted poor linemarking, hooning and unpredictable behaviour by other road users.

Q: What does a safe road network look like to you?

Across the nine interviews, participants described a safe road network as one that is clear, consistent and predictable, with infrastructure that reduces conflict between road users, prioritises vulnerable users, and supports calm, legible movement rather than relying on enforcement alone.

Safety was closely linked to good design quality, continuity across the network, and clarity for all modes.

Key messages

- Strong emphasis on clear line marking, signage and signalisation, particularly at complex or high-traffic intersections. Poor or faded markings were seen as a direct contributor to confusion and risk.
- Participants highlighted uneven quality of infrastructure, noting that sudden changes in treatments (bike lanes, crossings, speeds) undermine safety and confidence for both drivers and bike riders.
- Frequent mentions for more / better pedestrian crossings and longer crossing times on wide roads.
- General support for protected / clearly delineated bike lanes on busier arterial roads.
- Where separation is not feasible, slower speeds and traffic calming were seen as essential to making local streets safer and more comfortable to share.
- Safety as an outcome of good street design that enables smooth, orderly movement and reduces stress and uncertainty.

Q: Are there any specific places in Port Phillip we should be thinking about in relation to safer speeds?

Across the nine interviews, views on safer speeds were highly location-specific rather than network-wide.

Most participants supported lower speeds in principle, particularly where people walk, cycle or access schools and shops, but concerns focused on specific streets and recurring problem areas, alongside perceptions of inconsistent enforcement.

Key messages

- Residential streets and school precincts were the focus. There was support for slower speeds where children, older people and high pedestrian volumes are present.
- However, interviewees generally cautioned against speed limit reduction as a tool alone; there were frequent mentions that they must be context specific and coupled with a program of street upgrades and ongoing maintenance.
- Frequently named streets reflected the over representation of interviewees from Port Phillip's southern areas. Streets which interviewees cited as concerns were in Elwood (including Mitford St, Tennyson St, Byron St) and Balaclava (including Carlisle St and Gourlay St).
- Like in the online survey, there is a general sentiment amongst some that hooning is not enforced enough and causes both safety and amenity issues for some parts of Port Phillip.

Q: Do you have any comments, suggestions, or concerns regarding road user behaviour?

Across the nine interviews, road user behaviour was seen as a significant contributor to safety issues, with respondents emphasising lack of compliance, poor awareness of others, and growing tension between different road users.

Key themes

- Speeding, hooning and mobile phone use were common concerns with an emphasis from most on enforcement and education from responsible authorities.
- Several participants raised issues with cyclists riding too fast or not giving way to pedestrians on shared paths.
- Dangerous use of e-bikes and e-scooters were cited including unsafe riding by young people, lack of helmets, and inconsiderate parking.
- Personal responsibility of pedestrians crossing against signals and general disregard for road rules were also mentioned.

Individual community member submissions

In addition to the online survey and one-on-one phone discussions, community members also had the option of submitting a written submission to Council via post or email.

Three written submissions were received and are summarised below.

SUBMISSION 1

Age group: Not stated

Gender: Not stated

This respondent supports road safety improvements but strongly opposes further expansion of temporary or permanent bike lanes, citing poor value for money, loss of parking, congestion and adverse impacts on residents and businesses. They advocate

for a more balanced approach focused on integrated public transport, pedestrian safety, enforcement and fiscally responsible, multi-user outcomes.

SUBMISSION 2

Age group: 70+

Gender: Male

This respondent opposes reduced speed limits, removal of car parking and additional separated bike lanes, arguing most residents rely on cars despite good public transport access. They emphasise pedestrian safety and enforcement, particularly around unsafe cycling and e-scooter behaviour, and consider non-compliance with road rules a major contributor to serious injuries.

SUBMISSION 3

Age group: 80–84

Gender: Female

The priorities for this submission was pedestrian safety concerns about dangerous intersections, heavy traffic volumes and speeding, including poor compliance with school zones. They support existing speed limits, without further reduction to 30km/h. They also suggest ending the micromobility scheme due to safety risks, particularly for young users.

Beyond the scope of road safety, they call for the expansion of permit zone on street parking for residents around Gasworks Arts Park.

From key stakeholders

In line with City of Port Phillip's *Community Engagement Policy*, nine stakeholder groups were identified to be directly informed/consulted on the engagement activity. These groups could provide feedback via in person or online discussion, written submission, or by sharing the online survey amongst their communities.

These stakeholder groups included people with disabilities, older people, young people, the LGBTIQIA+ community, bike riders, culturally and linguistically diverse people, Victoria Police, delivery riders, and the school community.

Key stakeholder discussions

Four key stakeholder groups responded to requests for discussions instead of written submissions.

Unlike the one-on-one phone interviews, these discussions were not structured by road safety theme, and representatives were able to mention issues relevant to their stakeholder group.

VICTORIA POLICE – SOUTHERN METROPOLITAN DIVISION

This discussion was held in place of a written submission with a Senior Constable who summarised key issues for Victoria Police in the enforcement of road safety in the City of Port Phillip area. Key issues summarised include:

- Enforcement is a necessary deterrent of unsafe behaviour but must be coupled by supportive infrastructure like flashing signs.
- Speed limit reductions must be context specific and enforceable. The community must clearly understand the context (eg. School zone, narrow street, busy street) otherwise this can risk undermining trust with the community.
- A very high concentration of bike riders converging on St Kilda Junction to access the St Kilda Road bike corridor to get into the city. Car dooring remains a big issue around Port Phillip's high streets and connecting residential streets.

- Delivery riders were particularly identified as higher risk group due to time pressure and resulting risk-taking behaviour. This leads to frequent enforcement due to some operating illegal e-bikes.
- Hooning is an ongoing challenge in St Kilda and Port Melbourne, especially during the summer months. Chapel Street (towards Dandenong Road and into City of Stonnington) is also a major hot spot.
- Ongoing confusion from drivers, especially visitors, on rules around trams and on road tram stops leading to incidents involving alighting passengers.

MELBOURNE GIG WORKER HUB

The Melbourne Gig Worker Hub is an online worker-led support space for food delivery riders in inner city Melbourne (including Port Phillip).

It previously operated The Hub on Elizabeth Street in the Melbourne CBD, which was established as a partnership between gig economy workers (delivery riders), the City of Melbourne and food delivery apps (including DoorDash). It provided a safe, dependable place where riders could connect with peers, access basic facilities, and receive practical support such as bike repairs, charging, food, water and toilets.

Beyond services, its primary value was creating belonging and social connection for an otherwise isolated workforce. A discussion was held with the project founder, and key insights include:

- Inner Melbourne's delivery riders are predominately newly arrived migrants and estimated to be as high as 90% of all deliver riders.
- Key challenges for these road users include:
 - Extreme time pressures on the job leading to precarious work and income.
 - Significantly higher exposure risk than regular cyclists due to time on roads and time pressures.
 - Confusion around regulation of e-bikes, with enforcement occurring before education.
 - Social isolation as newly arrived migrants undertaking solo work without a hub. Encounters with other riders at restaurants and cafes provide important moments of connection. This was a significant benefit of The Hub on Elizabeth Street, Melbourne.

- The Gig Worker Hub itself now exists online as the premises provided by City of Melbourne was no longer available.
- Local governments can support this road user group through practical measures like:
 - clean and accessible public toilets (available late in evenings)
 - seating, shelter, and drinking fountains,
 - community education to humanise the cohort,
 - education for riders on road and local laws before enforcement

VICTORIAN PRIDE CENTRE

The Victorian Pride Centre was engaged as an organisation representing a large proportion of Port Phillip residents, visitors and workers, as well as a major institution based on St Kilda's Fitzroy Street Activity Centre. Key matters discussed with Victorian Pride Centre leadership include:

- Data visibility gaps through road crash reporting. The male/female binary in crash data collection can limit understanding of particular road safety risks trans, non-binary or gender diverse people may be more or less exposed to. . It was suggested that future advocacy in this area could occur in partnership with Transgender Victoria.
- Direct local level impacts of the organisation operating on Fitzroy Street include safety and amenity issues, and footpath riding by bike riders and e-scooters. There have been recent incidents involving pedestrians outside of the Centre.

PORT PHILLIP LIBRARY SERVICE YOUTH CLUB

City of Port Phillip's Library Service operates a variety of programs and services for young people aged 12-18. Officers met with the Emerald Hill Library After School Club to have an informal discussion with 8 young people to understand their experiences and perceptions of road safety in their local area.

- Some young people expressed concern about using trams, particularly uncertainty about whether cars will stop when getting on or off.



- Concern was raised about other young people not wearing helmets, indicating awareness of unsafe behaviour among peers.
- Participants were unaware that Port Phillip youth are eligible to access Melbourne City Mission's L2P program, highlighting a potential gap in information and outreach on an important service.

Key stakeholder written submissions

Three separate written submissions were received from key stakeholder organisations. These are summarised below.

PROGRESSIVE PORT PHILLIP (INCLUDING PORT PHILLIP BICYCLE USER GROUP)

Port Phillip Bicycle User Group (PPBUG) provided a written submission, in addition to a separate submission from Progressive Port Phillip representing both PPBUG and the Port Phillip Climate Emergency Action Network.

PPBUG supports the Strategy but raises concern that Council has not consistently applied Safe System principles, particularly through missed opportunities to deliver protected riding infrastructure on key corridors. They emphasise the need for stronger implementation and political commitment to deliver safer cycling outcomes.

Additional correspondence from Progressive Port Phillip (of which PPBUG is a member) was received. The submission strongly supports Vision Zero and the Safe System approach, including 30 km/h school zones, safe routes to school and a street treatment "menu."

Key concerns relate to slow delivery timeframes, with calls to accelerate implementation (particularly of Strategic Cycling Corridors), prioritise speed reduction, modal filters and riding priority routes.

MAC.ROBERTSON GIRLS' HIGH SCHOOL

Mac.Rob identifies Kings Way as a high-risk pedestrian environment following the opening of ANZAC Station.



The school seeks urgent prioritisation, audits and interim treatments to protect students, including improved signal timings, speed management and longer-term safe crossing infrastructure.

Council officers have engaged directly with the school regarding their immediate local area concerns.