

Appendix C – Darebin Transport Strategy refresh 2022 – Responses to DTS Policies, Actions and Targets

Number	Action/Policy	Topic	Original Description (2007)	Revised Policy/Action (2015)	Progress and status 2021	Revised Policy/Action 2022
Policy 1	P	Land Use and Development	The development of new key destinations, such as large employers and retail developments, will be directed to existing activity centres well served by public transport. This will reduce the need for people to drive to them and enable multiple purpose trips.	No change	<p>Ongoing:</p> <p>A new Developer Contribution Plan is being finalised for 2022, which will provide a list of projects for which contributions can be sought from developers. These predominantly focus on new bike paths, shared paths, pedestrian facilities, place making, bridges and safety audits.</p> <p>Advocacy for developer contributions will continue on a site by site basis to ensure that developers contribute to accessibility, safety and amenity of the local area. These are predominantly made through the use of permit conditions for developments.</p>	No change
P2	P	Land Use and Development	Greater housing densities will be encouraged within and close to activity centres and “higher order” public transport. This will reduce the need for their residents to travel by car.	No change	<p>Ongoing:</p> <p>The Housing Change Framework looks at implementing housing density changes in change areas focused around major activity centres that are well serviced by public transport.</p>	No change
P3	P	Land Use and Development	Integrated Travel Plans (ITPs) will be required as part of planning permit applications for significant developments. ITPs outline how a development is intended to be accessed and, in particular, how it supports access by “sustainable modes” – walking, cycling, and public transport – including targets for each mode.	Sustainable transport will be facilitated in new developments through ITP, or new mechanisms as developed at a State level	<p>Ongoing:</p> <p>Improvements in mapping technology available has reduced the importance of dedicated Integrated Travel Plans for new developments.</p> <p>Council now supports sustainable transport through the submission of ESD reports as part of planning applications. ESD reports cover a range of development sustainability measures, including transport. Such ESD transport measures now include bike parking, sustainable transport links and possible parking reductions to encourage residents to make more bike and pedestrian trips.</p>	Sustainable transportation to be supported systematically in new multi-residential, commercial, business and mixed-use developments using ESD report submission requirements. Council will encourage sustainable transport choices at new developments using the conditioning of planning permits on a site by site basis.
P4	P	Land Use and Development	Travel Plans will be a condition on relevant planning permits. Travel Plans will be required for commercial, residential, business and mixed-used developments meeting size thresholds and, where appropriate, when car parking waivers are requested.	All planning permit applications must consider sustainable transport options. Consideration of sustainable transport options will be required for commercial, residential, business and mixed-used developments meeting size thresholds and, where appropriate, when car parking waivers are requested.	<p>Ongoing:</p> <p>Improvements in mapping technology available has reduced the importance of dedicated Integrated Travel Plans for new developments.</p> <p>New developments are being assessed on a site by site basis using the submission of ESD reports as part of planning applications. Bike parking, sustainable transport links and possible parking reductions to encourage residents making more bike and pedestrian trips.</p> <p>The ESD assessments are similar for both residential and non-residential applications. As such, this policy is to be merged with Policy 3.</p>	Merged with Policy 3.
P5	P	Land Use and Development	The development of large sites will be required to incorporate public pedestrian and cycle links where they can contribute to a desirable through route.	No change	<p>Ongoing:</p> <p>Whilst it remains difficult to enforce the creation of pedestrian and bike path links through new developments, Council has had some success encouraging developers to provide access links where these can bring shared benefits for both developers and Council.</p> <p>Some examples where this technique has been used are Beavers Rd Northcote, Nightingale on Oakover Rd Preston and public housing redevelopments at Oakover St Preston.</p>	No change
P6	P	Land Use and Development	New development will be required to contribute to a safe, attractive and comfortable pedestrian environment in abutting streets and public open spaces. This will be achieved through building orientation, site layout, minimising footpath crossovers, traffic management and the provision of facilities such as wide footpaths, verandas, signage, dedicated pedestrian routes through car parks, good connections to public transport or the provision of public transport interchanges.	No change	<p>Ongoing:</p> <p>Darebin will continue to update its Urban Design Guidelines to promote good pedestrian focused streetscapes. Urban Design Guidelines are done in conjunction with local Structure Plans which focus on using land use to promote better streetscapes and social outcomes for residents and businesses.</p> <p>Council has also released its Good Design Guide to influence the proposed new developments to be more closely aligned with neighbourhood character and preferred streetscapes.</p>	No change

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Action 1	A	Land Use and Development	Prepare structure plans for Darebin's activity centres. Structure Plans have already been prepared for Preston and Northcote, and the DTS supports their implementation. Plans are required for the remaining centres. These should identify opportunities for accommodating key destinations and higher housing densities – particularly around train stations – improving access to and the amenity of train stations and other public transport nodes, improving pedestrian and cycle links, enhancing pedestrian amenity and managing car parking.	No change	<p>Ongoing:</p> <p>Council will continue to look for opportunities to develop structure plans to support and transform activity centres within Darebin with a particular focus on those that do not currently have such plans.</p> <p>Since 2014, Darebin has completed Structure Plans for Fairfield, the Junction Urban Master Plan (JUMP) project, with future plans in development for Preston Activity Centre and Heidelberg Road Corridor. Council will continue to support the state government as part of the La Trobe National Employment Cluster.</p>	No change
A2	A	Land Use and Development	Undertake studies of Darebin's small activity centres, and the housing surrounding them, to investigate ways to support greater local living. See Key concept: Local Living. These may include new shops and services, improved pedestrian links, higher density housing in and around the centres, public realm improvements and programs to promote local purchasing. Priority will be given to the eastern and north-western neighbourhoods of Darebin, which currently have less capacity to support local living.	No change	<p>Ongoing:</p> <p>Darebin has released several policies to better support local living. The Housing Change Framework provides guidance on how to sustainably introduce higher density residential land use that encourages local living. The introduction of Environmentally Sustainable Design reports and Good Design Guide support better local connections and placemaking, and the Developer Contributions Plan update is focuses on improving council's ability to have developers' more involved in creating better local areas.</p> <p>Since the 2014 DTS review, a local activity centre study was undertaken at Fairfield, which incorporated transport, parking, urban design streetscapes and local placemaking.</p>	No change
A3	A	Land Use and Development	Prepare guidelines for Integrated Transport Plans (ITPs). These will help developers of large sites to provide consistent information and appropriate initiatives and infrastructure. They will also assist Council's planners by providing a framework for assessments and clarifying Councils expectations to developers. See P3 above	<p>Review Council's Travel Plan Guidelines for New Developments and seek a consistent State-wide approach to supporting pedestrian, bicycle and public transport use in new developments.</p> <p>Continue to implement and refine planning policies that support pedestrian, bicycle and public transport use through and in new developments.</p>	<p>Ongoing:</p> <p>Improvements in mapping technology available has reduced the importance of dedicated Integrated Travel Plans for new developments.</p> <p>Council now supports sustainable transport through the submission of ESD reports as part of planning applications. ESD reports cover a range of development sustainability measures, including transport. Such ESD transport measures now include bike parking, sustainable transport links and possible parking reductions to encourage residents making more bike and pedestrian trips.</p>	Support sustainable transportation in new multi-residential, commercial, business and mixed-use developments using Environmentally Sustainable Design (ESD) policies. Continue to implement and refine planning policies that support pedestrian, bike riding and public transport use in new developments.
A4	A	Land Use and Development	Continue to implement and refine Council's Travel Plan Guidelines for New Developments and other policies that support pedestrian, cycle and public transport use in new developments. Reference to the guidelines should be included in the Planning Scheme where appropriate	Review Council's Travel Plan Guidelines for New Developments and seek a consistent State-wide approach to supporting pedestrian, cycle and public transport use in new developments. Continue to implement and refine planning policies that support pedestrian, cycle and public transport use through and in new developments.	<p>Ongoing:</p> <p>Improvements in mapping technology available has reduced the importance of dedicated Integrated Travel Plans for new developments.</p> <p>Council now supports sustainable transport through the submission of ESD reports as part of planning applications. ESD reports cover a range of development sustainability measures, including transport. Such ESD transport measures now include bike parking, sustainable transport links and possible parking reductions to encourage residents making more bike and pedestrian trips.</p>	Merged with Action Item 3.
A5	A	Land Use and Development	Prepare urban design guidelines for activity centres in Darebin. These will address the interface of private development with the public realm in terms of how it can support walking, cycling and public transport access.	No change	<p>Ongoing:</p> <p>Darebin continues to update its Urban Design guidelines for local precincts to reflect the council's vision for the area and the community's expectations. These are usually done where there is a current or expected future change to the built form as a result of transport or planning policy.</p> <p>Since the 2014 DTS review, Urban Design Guidelines have been released for St George's Road and for Plenty Road, to encourage good design and higher residential densities along these key transport routes.</p> <p>Council has also released its Good Design Guide to influence the proposed new developments to be more closely aligned with neighbourhood character.</p>	No change
A6	A	Land Use and Development	Review the potential for community services to be delivered more locally. Some community services have to be centrally located due to their size and catchment. However, other services may be able to be delivered more locally or co-located, including Maternal and Child Health Nurses, kindergartens and toy libraries	No change	<p>Ongoing:</p> <p>The Whitelaw Hub opened in 2017 as the co-location of Your Community Health, Council and the Legal Centre. This is now leased by the Somali Council of Victoria, who have worked with council in the area to deliver several community development projects.</p> <p>Neighbourhood Action Plans were implemented, and council continues its place based work in East Preston and East Reservoir. The Reservoir Community and Learning Centre (RCLC) opened in 2015.</p> <p>Council continues to look for opportunities to work with local communities to deliver services locally.</p>	No change

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A7	A	Land Use and Development	Advocate for developer contributions to be allocated to sustainable transport measures. These may include bus shelters, signage, footpath widening and special paving for the mobility-impaired.	No change	<p>Ongoing:</p> <p>A new Developer Contribution Plan is being finalised for 2022, which will provide a list of projects for which contributions can be sought from developers. These predominantly focus on new bike paths, shared paths, pedestrian facilities, place making, bridges and safety audits.</p> <p>Advocacy for developer contributions will continue on a site by site basis to ensure that developers contribute to accessibility, safety and amenity of the local area. These are predominantly made through the use of permit conditions for developments.</p>	No change
A8	A	Land Use and Development	Prepare parking guidelines for new developments. Techniques that will be promoted in the guidelines may include unbundling of parking requirements from business rentals and housing, shared parking and contributions to sustainable transport measures in lieu of dedicated on-site parking. They will also include design guidelines to minimise the visual impact and enhance the pedestrian amenity of car parks.	Incorporated into Action Item A29	N/A	Previously with Action Item 29
A8-1	A	Land Use and Development		Investigate opportunities for mixed use development around railway stations and improve bus, tram, walking and cycling accessibility around them.	<p>Ongoing:</p> <p>Darebin encourages mixed use development around railway stations through the Housing Change Framework Plan, which was updated in 2015 and encourages substantial upgrading of development, including mixed use developments, within 400m of train stations and tram stops, or have frontages to major public transport corridors.</p> <p>Darebin will continue to advocate for improved sustainable transport accessibility around railway stations, which will also provide improved access for those new mixed developments nearby. These include improving bike parking facilities, bus and tram interchanges and safety for pedestrians. The Level Crossing removals at Reservoir, Bell, Preston and Alphington have provided excellent opportunities for council to advocate for sustainable connections, which have improved local paths, facilities and public transport connections in the local area.</p>	No change
A8-2	A	Land Use and Development		Investigate ways to increase private investment in transport infrastructure in Darebin.	<p>Ongoing:</p> <p>Darebin's 'A new Developer Contribution Plan' is being finalised for 2022, which will provide a list of projects for which contributions can be sought from developers. These predominantly focus on new bike paths, shared paths, pedestrian facilities, place making, bridges and safety audits.</p> <p>Advocacy for developer contributions will continue on a site by site basis to ensure that developers contribute to accessibility, safety and amenity of the local area. These are predominantly made through the use of permit conditions for developments.</p>	No change
P7	P	Public Transport	Road-based public transport will be given priority over single occupant vehicles where possible.	No change	<p>Ongoing:</p> <p>The Department of Transport has moved from SmartRoads Network Operating Plans to Movement and Place Guidelines, This represents a shift in the philosophy of managing the road network, where it no longer looks at roads solely as transport links but also considers roads (and their surrounds) as key places and destinations as well. Darebin supports Movement and Place and is managing the road network with these philosophies in mind.</p> <p>Council assesses the priority of transport modes on a case by case basis with road-based public transport being given priority over single occupant vehicles wherever possible. Examples of this include the relocation of bus stops at the Arthurlton Rd/St George's Rd median and High St tram signal priority.</p>	No change
P8-1	P	Public Transport		Ensure alterations to tram and bus stops have community benefit. Council will support all tram and bus stops in Darebin being made Disability and Discrimination Act (DDA) compliant.	<p>Ongoing:</p> <p>Darebin will continue to support PTV, Department of Transport and public transport operators to upgrade tram stops to achieve 100% DDA compliance by 2032.</p> <p>The Gilbert St terminus is currently undergoing design for future redevelopment. Council will review this project and any future upgrades at tram stops across the network.</p> <p>Ensuring that the tram network is fully compliant remains a key advocacy priority for Darebin Council.</p>	No change

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P8-2	P	Public Transport		Council supports improved public transport connections and level of service within Darebin, and to neighbouring municipalities.	<p>Ongoing:</p> <p>Although the provision of public transport service levels and route connections mostly resides outside of council's responsibility, council continues to advocate for public transport improvements within Darebin and to outside councils.</p> <p>Key advocacy priorities for council include:</p> <ul style="list-style-type: none">- the extension of the route 11 tram to Reservoir.- the development and construction of Melbourne Metro 2 linking western Melbourne with Clifton Hill the inner northern suburbs.- the development and construction of the northern section of the Suburban Rail Loop.- the provision of new bus routes and services that cross the Yarra River to the east and south.- Reviews of bus services that connect more Darebin residents with activity centres, transport nodes and adjacent municipalities.	No change
P8-3	P	Public Transport		Improve connections and access to public transport services by sustainable modes. This includes access by walking, cycling and proximity to car share vehicles.	<p>Ongoing:</p> <p>Council continues to advocate for improved public transport services to major public transport hubs, especially railway stations. Council strongly advocated for bus interchanges at Reservoir Station and for bus stops to be situated closer to Bell Station as part of Level Crossing Removal Project works. Council has also advocated for improved cycling parking facilities to be included as part of the Preston Station redevelopment and other Level Crossing Removal Project works,</p> <p>Council's Streets for People projects included several upgrades to bike and pedestrian routes that connect with high volume public transport corridors.</p> <p>Darebin continues to be part of the ongoing trial of Bikes on Buses, which aims to make multi-modal travel easier between bike riding and public transport.</p> <p>Darebin continues to work with car share providers to increase the number of car share locations available. Darebin now has 90 car share spaces with the majority being in locations in close proximity to major public transport routes.</p>	No change
A9	A	Public Transport	Review public transport provision in Darebin in line with the “Darebin Connections” framework. See Key concept: Darebin Connections. As a first step, Darebin proposes that the Department of Infrastructure bring forward its Bus Review to pilot the proposed service level guidelines and redistribution of resources.	No change	<p>Ongoing:</p> <p>The intent of the Key concept: “Darebin Connections” is to have public transport services that serve different needs with appropriate level of service to encourage increased patronage and serve the local community.</p> <p>Department of Transport has just released Victoria's Bus Plan, which is a long-term plan aimed at transforming the state's bus service. This includes better customer experiences, buses, routes, travel times and reliability.</p> <p>Council will continue to advocate strongly for better bus connections across the Yarra River, ongoing reviews of bus services in Darebin, and advocate for improved connections to major activity and transport centres for Darebin residents in areas with limited current public transport services.</p>	No change
A10	A	Public Transport	Expand and upgrade public transport services to growth areas north of Darebin. This may include higher train frequencies, early provision of bus services to new developments, extending the Epping train line to South Morang and Mernda, and a new train line between Lalor and Epping North.	No change	<p>Ongoing:</p> <p>The newly developed stations at Reservoir and Preston will provide stronger connections with Darebin via the train network and attract transport trips from the northern suburbs. Council will continue to advocate for improved train services connecting northern growth areas with Darebin and the newly upgraded railway stations.</p> <p>As part of the newly announced Victoria's Bus Plan, council will work with the Department of Transport and advocate to strengthen Darebin's public transport connections with neighbouring councils. This will include key trunk routes such as SmartBus routes, as well as other connector routes, particularly those that service major activity areas such as Latrobe University.</p>	No change
A11	A	Public Transport	Introduce additional public transport services linking Darebin to surrounding areas. These may include extending Tram 112 to Reservoir Station, increasing bus coverage in areas with low car ownership and adding PPTN bus routes between Preston and Epping, between Northland and Clifton Hill, and within Reservoir.	No change	<p>Ongoing:</p> <p>Department of Transport has just released Victoria's Bus Plan, which is a long-term plan aimed at transforming the state's bus service. This includes better customer experiences, buses, routes, travel times and reliability. Council will continue to advocate strongly for better bus connections across the Yarra River, and to improve bus connections to surrounding municipalities as part of Victoria's Bus Plan.</p> <p>The extension of route 11 along Gilbert Rd remains a key advocacy priority for council.</p> <p>Council will continue to advocate for the Suburban Rail Loop and Melbourne Metro 2 to provide additional rail connections between Darebin and surrounding areas.</p>	No change

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A12	A	Public Transport	Explore ways of giving trams and buses greater priority over cars. This may include adjusting traffic signals for preferential treatment, part-time tram/bus lanes, better access to passengers for set down and pick up, and improved enforcement	No change	<p>Ongoing:</p> <p>Darebin continues to work with Yarra Trams and the Department of Transport to investigate opportunities to deliver reduced travel times and increased priority for trams and buses on the road network.</p> <p>Whilst Darebin remains committed to advocating for tram line extensions to services underserved areas of Darebin, it is also looking to seek incremental improvements to the network where possible. This includes traffic signal reviews and upgrades, vehicular turn bans, trams stop rationalisation and parking changes.</p> <p>Darebin is also looking to work with the Department of Transport, Public Transport Victoria and bus operators to deliver bus improvements as part of Victoria's Bus Plan. This will be done by advocating for increased bus services, better connections to surrounding councils, better coverage for Darebin residents and helping to inform and deliver bus priority projects within Darebin.</p>	No change
A13	A	Public Transport	Improve public transport nodes and interchanges within Darebin. This may include station upgrades to accommodate more passengers and the facilitation of safer and easier interchange between different public transport services at main activity centres.	No change	<p>Ongoing:</p> <p>Railway stations are being upgraded as part of the Level Crossing Removal Program. Council has been advocating for the upgrading of stations and connections as part of this program. This includes improvement of bicycle facilities as part of the Grange Rd grade separation, bus interchanges at Reservoir station and improvements to Preston and Bell stations. Council invested in modelling to be undertaken, which was part of a successful advocacy campaign to include the grade separation of Oakover Road into the Level Crossing Removal Project. Council will continue this advocacy as part of the planned Keon Parade level crossing removal.</p> <p>Darebin is investing in other railway station locales to improve user safety and connections. This includes the future signalisation of the Station St and Wingrove St intersection, which will provide safety improvements at this level crossing in Fairfield.</p> <p>Council will continue to invest in car share spaces around stations. This will make multi-modal transport easier within Darebin.</p>	No change
A14	A	Public Transport	Explore ways of making public transport more affordable and easier to use. This may include initiatives such as short distance public transport fare, allowing bicycles on trams and buses, publicising taxis that are wheelchair accessible and have child restraints, providing bicycle storage at train stations, real-time information, more legible timetables, facilities at stations such as sub-newsagencies and coffee carts and so on	No change	<p>Ongoing:</p> <p>Council will continue to advocate for more affordable and useable public transport that provides easy connections to other transport modes. This includes infrastructure upgrades, such as increased bike parking and storage at train stations, and also advocating to other agencies for improved public transport.</p> <p>Council has previously advocated for public transport fares to be simplified to remove 'Zone 2'. Council continues to participate in the Bikes on Buses trial.</p> <p>Council is committed to increasing safety around train stations, which will help public transport to be easier to use by many people. Darebin has supported and had input into initiatives such as TramLAB to determine best practices for public transport safety.</p>	No change
A15	A	Public Transport	Develop a commuter Park and Ride strategy for Darebin. This will consider the role of park and ride facilities in light of Darebin's land use and transport policies and recommend locations for potential facilities.	Action removed.	N/A	N/A
A15-1	A	Public Transport			New Action Item	Promote community safety around public transport, with emphasis on protecting at-risk members of the community. This includes embedding community safety into council's design practices, advocating for safe community travel and developing programs designed to promote safe travel.
P9	P	Walking and Cycling	Pedestrian needs and safety outcomes will be considered in all transport infrastructure upgrades and road works. Whenever roads are being resurfaced or upgraded, Council will integrate pedestrian improvements such as wider footpaths and pram crossings and will consider the immediate and ongoing safety implications for all road users.	No change	<p>Ongoing:</p> <p>Council continues to consider pedestrian safety and amenity, and the needs of the community as a whole, as part of any new infrastructure works. This allows council to take advantage of the time and cost savings of upgrading these concurrently with existing works.</p> <p>The upgrading of pedestrians and cycling assets in the process of road maintenance is done according to the Road Asset Management Plan. This provides differing levels of upgrading depending on the type of road maintenance being undertaken. This ensures that more upgrades can be done whilst undertaking heavy maintenance (e.g., road reconstructions) or just minor linemarking upgrades for minor maintenance (e.g., road resurfacing).</p>	No change

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P10	P	Walking and Cycling	All pedestrian projects will comply with a set walking design and maintenance standards to be developed by Council. This will apply to both Council and private projects, and be focused on safety and accessibility, among other criteria.	No change	<p>Ongoing:</p> <p>Council will continue to integrate revised Austroads and Australian Standards into all new public works and maintenance of existing infrastructure.</p> <p>Disability Standards have been updated and incorporated into Councils designs and Council has committed to becoming an Age Friendly City whereby residents can be better supported to live well in our community.</p> <p>Council's Road Management Plan has been updated which has increased the frequency with which footpaths and pathways are inspected for damage and deterioration. These inspections help drive the asset improvement schedule.</p>	No change
P11	P	Walking and Cycling	Monitoring and maintenance of pedestrian and cycle paths and public spaces will be increased. This will incorporate footpaths and shared paths in Councils Asset Management System.	No change	<p>Ongoing:</p> <p>Council's Road Management Plan was updated in 2016. This increased the frequency with which public spaces, footpaths and pathways are inspected for damage and deterioration. These inspections help drive the asset improvement schedule. Audits of council's assets occur over a rolling 3-year period. The most recent road audit was completed in 2020 and the most recent path audit was in 2019.</p>	No change
A16	A	Walking and Cycling	Sign the International Charter for Walking. This will provide a guide for implementing and monitoring progress towards a more pedestrian-friendly environment.	Develop a Walking Strategy and Pedestrian Priority Network. Monitor and evaluate the delivery of the Strategy annually.	<p>Ongoing:</p> <p>The Darebin Walking Strategy (2018-2028) was completed and endorsed by council in 2018. The Darebin Walking Strategy incorporated the Principal Pedestrian Network (PPN). Monitoring and evaluation is ongoing.</p> <p>The Darebin Walking Strategy proposed a range of pedestrian focussed targets to be reviewed periodically. The first review was proposed to be undertaken in 2023,</p>	No change
A17	A	Walking and Cycling	Develop high quality key pedestrian and cycle links across Darebin. These will be concentrated where there are existing busy pedestrian routes requiring improvement or where new links can be provided along desirable routes. Council-owned land holdings will be reviewed to assess their contribution to completing connections. Improvements may include new connections using abandoned or underutilised land, crossings of barriers such as rail lines, surface improvements, lighting, signage and seating.	No change	<p>Ongoing:</p> <p>A review of the previous Cycling Strategy found that the principles of the old strategy were still relevant to the current context and it was decided not to create a new Cycling Strategy to replace it. Instead it was decided to implement many of the remaining cycling infrastructure projects through Your Street, Your Say.</p> <p>The Darebin Walking Strategy was developed and endorsed in 2018, containing a Principal Pedestrian Network (PPN) and a number of action items to improve pedestrian activity within Darebin. These include providing crossing points, improved intersections, greenery and other safety and amenity upgrades across the PPN.</p> <p>Council has introduced a number of projects to increase the number of high-quality pedestrian and bike links across Darebin. Streets For People was a local transport and placemaking project which created and upgraded a number of pedestrian and cycle friendly routes that connected important transport nodes and activity centres.</p> <p>The formalisation and upgrade of several bike 'Shimmy' routes across Darebin has provided additional high quality bike routes.</p> <p>Further reviews are being undertaken as part of other infrastructure projects to improve pedestrian and bike safety and amenity, including connections to railway stations affected by the Level Crossing Removal Project.</p>	No change
A18	A	Walking and Cycling	Review the Darebin Cycling Strategy following VicRoads' review of the Principal Bicycle Network. Bicycle routes in Darebin are currently divided into the Principal Bicycle Network, managed by VicRoads, and local bicycle routes managed by Council. Areas for review include development of the on-road and off road network, promotion and education, safety, cycle parking and maintenance	Monitor and evaluate the delivery of the Darebin Cycling Strategy annually and review the Strategy in 2018 considering delivery of Actions and State and local planning and policy changes.	<p>Completed:</p> <p>A review of the previous Cycling Strategy found that wholesale changes were not warranted to create a new Cycling Strategy. In 2018 the Streets for People program was created to deliver cycling infrastructure based on the previous Cycling Strategy. Upon the completion of Streets for People, council determined that new project and funding priorities to improve cycling across Darebin be incorporated as part of the Your Street, Your Say project. These are currently being developed.</p> <p>Council continues to support the Department of Transport's Strategic Cycling Corridor routes through Darebin</p>	Progressively develop and update the Strategic Transport Framework Plan including incorporating cycling infrastructure networks within Darebin. Prioritise and deliver improvements using a local area placemaking approach that considers all transport safety, access and movement needs in an integrated way, such as via Council's Your Street, Your Say program.

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A19	A	Walking and Cycling	Increase pedestrian and cycle priority over vehicles within activity centres and along local streets. Removing slip lanes, reducing traffic speeds and “tuning” traffic signals in pedestrians’ favour can reduce barriers for pedestrians and cyclists, and create a more enjoyable and a safer environment.	No change	<p>Ongoing:</p> <p>The Darebin Walking Strategy (2018-28) outlines a range of priorities for pedestrians in the transport network. Key action items focused on the Principal Pedestrian Network include upgrading crossing points, removing or remediating road slip lanes, and other safety and amenity improvements. Slip lane removals and remediation has occurred at existing locations such as High St and Oakover Rd, with future upgrades in development for Murray Rd and Gilbert Rd. Where possible, these projects will also incorporate activity centre amenity improvements to improve pedestrian experiences.</p> <p>Council continues to advocate for pedestrian and bike signal priority in Darebin. These are included at several existing activity sites and important pedestrian and bike locations, such as St Georges Rd autocalls, and also new infrastructure, such as new 'PUFFIN' crossings at Merri Parade Northcote, Preston West Primary School, and Broadway Reservoir.</p>	No change
A20	A	Walking and Cycling	Improve public lighting. This is particularly critical for encouraging people to walk or use public transport for journeys to and from work in winter, for shift workers and evening outings.	No change	<p>Ongoing:</p> <p>Council has upgraded over 10,000 lights to LEDS since the last Darebin Transport Strategy review. These upgrades improved the quality of light and reduced energy usage from the lighting network.</p> <p>Council has continued to upgrade lighting on paths, streets and parks in response to community feedback, providing new lights, lighting upgrades and other works to improve safety and amenity through light coverage.</p> <p>A future program is being developed to ensure a more proactive approach to lighting upgrades. This will seek to systematically improve these areas.</p> <p>Council has improved specific high traffic pedestrian and bike riding routes through the Streets For People program, which included lighting upgrades to encourage walking and bike riding. Darebin is also working to improve the lighting on Main Drive in Bundoora in response to community feedback on pedestrian safety.</p>	No change
A21	A	Walking and Cycling	Develop pedestrian-friendly design and maintenance standards. These will address the location of public and commercial street furniture, vehicular crossovers, signage, access and safety adjacent to construction projects, maintenance in relation to shared paths, vandalism, littering and graffiti, and so on.	No change	<p>Ongoing:</p> <p>Council continues to update the preferred design standards for infrastructure and public assets in line with experience and community expectations.</p> <p>Such standard changes include the Green Streets policies for tree canopy cover, updated standards as part of the Disability Discrimination Act and Age Friendly Darebin, preferred design outcomes from the Darebin Walking Strategy, the new Signage Strategy and updated Graffiti Policy. In addition to these, council will continually update its standards and policies for new public assets to increase quality, efficacy and reduce costs and maintenance requirements.</p>	No change
A22	A	Walking and Cycling	Install secure bicycle parking where it is lacking in key public destinations. These may include shopping areas and local convenience stores.	No change	<p>Ongoing:</p> <p>Council continues to advocate for improved bike parking facilities at railway stations. Improved bike parking facilities will form part of the railway station upgrades as part of the Level Crossing Removal Project at Preston, Bell and Reservoir Stations. The redeveloped Preston Station will include a new Parkiteer cage to improve bike security and amenity,</p> <p>Bike parking is encouraged through the planning approval process for new developments, particularly traffic generators in activity centres. This will continue to increase bike parking in high activity areas</p> <p>Council will continue to increase bike parking where opportunities arise to do so through consultation with residents, business owners and other stakeholders.</p>	No change
A23	A	Walking and Cycling	Better understand walking and cyclist issues and needs. This can be achieved in a number of ways, including surveys, analysing accident data and encouraging cyclists to report concerns.	No change	<p>Ongoing:</p> <p>Darebin council has invested in the provision of a number of permanent bike counters on the local road network. Council also works closely with the Department of Transport to gain access to their bike counters in the Darebin municipality.</p> <p>The Your Street, Your Say program allows Darebin residents to report transport issues and suggestions by location on an online platform. Your Street, Your Say will cover all areas of Darebin on a rolling 3-year schedule and will inform the project pipeline for future transport projects. This allows council to better understand the needs of residents generally, but also be able to filter results to look at the needs of pedestrians and bike riders more specifically.</p> <p>Feedback from bike riders and pedestrians is sought for larger projects, including intercept surveys. These were a key in monitoring the effectiveness of and attitude towards the pop up bike lane in South Crescent, Northcote.</p> <p>Council also continues to work closely with bodies such as Victoria Walks and Bicycle Network to gain specialist advice from pedestrian and bike rider perspectives.</p>	No change

Number	Action/Policy	Topic	Original Description (2007)	Revised Policy/Action (2015)	Progress and status 2021	Revised Policy/Action 2022
A24	A	Walking and Cycling	Ensure monitoring and maintenance of pedestrian and cycle paths are incorporated into Council's Asset Management System.	No change	<p>Ongoing</p> <p>Council is currently developing the Road Asset Management Hierarchy. This outlines the responsibilities for all of council's road, footpath, pathway and ancillary assets. This will further formalise pedestrian and bike paths into council's asset management policies and procedures.</p> <p>Council's Road Management Plan was updated in 2016. This increased the frequency with which public spaces, footpaths and pathways are inspected for damage and deterioration. These inspections help drive the asset improvement schedule. Audits of council's assets occur over a rolling 3-year period. The most recent road audit was completed in 2020 and the most recent path audit was in 2019.</p>	No change
P12	P	Road Network	No new roads will be built, or existing roads widened to provide for single-occupant vehicles. Road space will be managed to facilitate improved public transport services, improve safety, provide high occupancy lanes or provide local access.	No change	<p>Ongoing:</p> <p>Council continues to allocate roadspace to sustainable transport rather than the throughput of single occupant vehicles for both new projects and existing roads. On rare occasions roadspace may be allocated to address specific safety issues at intersections, such as when providing fully controlled right turns in response to accident blackspots (e.g., Cheddar Rd and Dole Ave, Reservoir)</p>	No change
P13	P	Road Network	Road space will be managed to give priority to sustainable modes. See Key Concept: Road Space Management Framework, page 18.	No change	<p>Ongoing:</p> <p>Council will continue to manage roadspace to give priority to sustainable modes of transport over cars.</p> <p>Darebin supports the Department of Transport's Movement and Place system for managing the road network and will continue to work with state and federal agencies to support the provision of road space for the community's benefit.</p>	No change
P14	P	Road Network	Residential streets surrounding activity centres will be monitored for spillover parking and enforcement of parking controls. Parking control enforcement should be consistent in order to act as a travel demand management tool.	No change	<p>Ongoing:</p> <p>Darebin is currently in the process of reviewing its parking permit policy. This will provide greater clarity around decisions related to the provision of residential parking permits and the use of permit zones across Darebin.</p> <p>In 2017 council undertook a holistic parking study of the Fairfield Activity Centre. This study was based on demand and supply surveys of the local area and provided progressive parking limits for all streets within 5 minutes walking distance from the activity centre. Further activity centre parking projects are likely in the future, which will combine area and street-based solutions to ensure that the needs of residents and local businesses are balanced.</p>	No change
P8	P	Road Network	Council will address queries regarding traffic speeds/volumes and on-street parking issues in accordance with its standards and current best practice. Education encouragement and enforcement solutions are preferred to engineering treatments.	Policy moved to the Road Network section.	<p>Ongoing:</p> <p>Council is currently using the Your Street, Your Say project to encourage, collate and address community feedback for all locational transport issues. This includes traffic speeds, parking issues and other infrastructural gaps in the transport network. This will cover all areas of Darebin in a rolling 3-year period.</p> <p>Darebin will continue to focus on educating the public through improved information and outreach programs that can help create better behaviours and lessen the infrastructure burden of transport.</p>	No change
P14-1	P	Road Network		Encourage freight vehicles to use appropriate roads wherever possible to avoid the municipal road network	<p>Ongoing:</p> <p>Darebin currently manages the movement of freight through the implementation of local area traffic management projects and consultation with the Department of Transport to ensure that freight can be managed around key freight areas.</p> <p>Council will investigate options to better manage the movement of freight through the road network and reliable access to local businesses.</p> <p>Darebin will continue to work with the National Heavy Vehicle Regulator to manage heavy and oversized vehicle permits to ensure that freight movements are made safely.</p>	No change
A25	A	Road Network	Implement the Road Space Allocation Framework. Work with stakeholders to implement projects to reallocate road space as per the Framework. High St, St Georges Rd, Albert St, Grange Rd and activity centres are the priorities. Actions A12 and A19 should be implemented at the same time.	No change	<p>Ongoing:</p> <p>Darebin continues to implement the Road Space Allocation Framework to provide priority to pedestrians, cyclists and public transport over cars. This practice is embedded into the daily work of Darebin's Transport team as part of the design process for all transport projects.</p> <p>A number of projects have been designed and implemented where roadspace has been reallocated away from motor vehicles and towards cyclists and pedestrians, such as the JUMP Project (Junction Urban Master Plan), the Victoria Rd and Darebin Rd intersection in Thornbury, the pop up park in James St in Preston, and the Oakover Road slip lane closure.</p> <p>Council also looks for opportunities to reallocate roadspace as part of the local area traffic management projects, such as Streets for People and Your Street Your Say.</p>	No change

Number	Action/Policy	Topic	Original Description (2007)	Revised Policy/Action (2015)	Progress and status 2021	Revised Policy/Action 2022
A26	A	Road Network	Review and update the Darebin Road Safety Strategy. New initiatives to be considered include lower speed limits, video surveillance cameras, speed cameras, “speed trailers”, audio-tactile devices at pedestrian signals, and specific treatments in vulnerable locations such as schools, child care centres and identified blackspots.	Review and update the Darebin Safe Travel Strategy. Initiatives to be considered include lowered speed limits in residential areas, and specific treatments and programs that enhance the safety of vulnerable road users including pedestrians, cyclists, children and the elderly.	<p>Ongoing:</p> <p>The Darebin Safe Travel Strategy (2018-2028) was developed and endorsed by council in 2018. This strategy supports higher participation rates in low impact modes of travel and uses an innovative approach to protect these vulnerable road users and make Darebin a safer and more sustainable place to travel.</p> <p>The outcomes of the Safe Travel Strategy will continue to be monitored.</p> <p>Safety continues to be managed in Darebin as part of systematic local area traffic management reviews such as Streets for People and Your Street, You Say, whilst also addressing urgent safety issues as they arise.</p>	No change
A27	A	Road Network	Advocate for reduced speed limits in high pedestrian areas. This will include the introduction of 40km/h or lower limits within activity centres including main roads that pass through centres.	Advocate for reduced speed limits in residential zones and activities centres to reduce risk to vulnerable road users and promote safer walking and cycling conditions.	<p>Ongoing:</p> <p>The Safe Travel Strategy has been developed and contains initiatives to improve road safety in Darebin, including the reduction of speed limits.</p> <p>Council has been successful in reducing speed limits at a precinct level. Some recent examples include:</p> <ul style="list-style-type: none"> Area bordered by Plenty Rd, Gilbert Rd, Bell St & Murray Rd Area bordered by Bell St/Gilbert Rd/Miller St/St. Georges Rd/Normanby Ave/the Merri Creek Area bordered by St Georges Road/Normanby Avenue/Merri Creek <p>Council has also implemented speed limit reductions on a more local level, particularly around schools.;</p> <p>. Council will continue to look at speed limits as part of local area traffic management projects and will continue to advocate for speed limit reductions in key areas to the Department of Transport.</p>	No change
A28	A	Road Network	Research the effects of parking and investigate the role of parking pricing in Darebin. This may include working with interest groups, such as retailers, to gain better understanding of the dynamics of parking, reviewing the impact of reductions in parking rates on surrounding streets and surveying parking behaviour. Parking issues to be considered include the impact of pricing on parking demand and competitiveness of centres, the potential for diversion of customers to other centres, use of funds generated from parking revenue to support more sustainable travel modes, administrative costs and revenue.	Incorporated into Action Item A29	N/A	Previously with Action Item 29
A29	A	Road Network	Develop a parking policy for Darebin. This will identify procedures for increasing the management of parking in areas where it is in high demand or where there is misuse of long- or short-term parking spaces. Measures may include time restrictions, parking charges, limiting use of roadside loading zones, providing alternative loading areas, increased enforcement, shared parking, signs and maps.	No Change	<p>Ongoing:</p> <p>Council is undertaking a review of the current Parking Permit Policy.</p> <p>Requests for changes to parking restrictions are currently considered on a local basis. Parking around activity centres is generally managed on a precinct basis.. This includes measuring parking supply and demand, and using progressive parking restrictions for sites within 5 minute’s walk of the activity centre.</p> <p>Following consultation on a draft parking strategy for the City, Council decided in 2019 not to introduce changes and to retain its local approach to reviewing and updating parking restrictions.</p> <p>Council is currently reviewing its parking permit policy as outlined in the Council Plan.</p> <p>Council has updated its consultation approach in regards to local parking management to reflect Council’s Community Engagement Policy.</p> <p>Parking information technology is included at destination car parks as part of the development of new council projects. These will help to manage the supply and demand for parking in these areas and improve the information available to the public.</p>	Continue to manage access to parking in areas where demand is greater than supply with consideration of accessibility, economic development, equity and improving the quality of parking supply in new development.
A30	A	Road Network	Improve parking availability information systems. This may include signs and maps showing motorists where they can park. The aim is to reduce circulating traffic and improve visitor service.	Incorporated into Action Item A29	N/A	Previously with Action Item 29

Number	Action/Policy	Topic	Original Description (2007)	Revised Policy/Action (2015)	Progress and status 2021	Revised Policy/Action 2022
A30-1	A	Road Network		Prepare and implement a Traffic Management Strategy taking into account the Darebin SmartRoads Network Operating Plan and Victoria's Transport Integration Act. The Strategy should introduce new assessment criteria for prioritising Darebin's precincts for Local Area Traffic Management (LATM) improvements. These improvements would support greater local living through improved conditions for walking, cycling, and public transport.	<p>Ongoing:</p> <p>Darebin has undertaken LATM improvements through the Streets for People program, which has resulted in the improvement of transport along several key local corridors within the area.</p> <p>Subsequent to this, council is now covering all areas of Darebin through the Your Street, Your Say program. This focuses on covering LATM improvements across all of Darebin on a three-year rolling basis,</p>	No change
A30-2	A	Road Network			New Action Item	Investigate and implement options to better manage freight transport. This will take into account the changing nature of freight, the freight industry, the transport network, key stakeholders and regulators.
A30-3	A	Road Network			New Action Item	Monitor changing transport behaviours and needs arising from COVID and make temporary adjustments if needed during outbreaks to support community safety.
A30-4	A	Road Network			New Action Item	Monitor long term changes in commuting and transport behaviours and incorporate this into Council's transport improvements planning via its Local Area Place Making programs.
A30-5	A	Road Network			New Action Item	Develop policies to manage increasing demand for commercial or private Electric Vehicle charging infrastructure.
A30-6	A	Road Network			New Action Item	Improve access to EV charging in Darebin.
P15	P	Education and Marketing	Darebin's travel behaviour change programs, including Council's own Green Travel Plan, will be continually monitored and adjusted. The Green Travel Plan identifies ways in which Council's own travel needs can be met more sustainably. Other programs include working with schools, community groups, residents and user groups.	No change	<p>Ongoing</p> <p>Council continues to implement travel behavioural change programs with the community and council staff to encourage and support uptake of sustainable and healthy travel options. Since 2007 over 20 programs have been delivered.</p> <p>The Green Travel Plan which encourages and supports Darebin staff to choose more sustainable transport modes was rebranded as Love Your Commute in 2019. New initiatives included: Personalised Journey Planning for new staff, Love Your Commute events, upgraded e-bike fleet for staff for work purposes, formation of a Staff Bicycle User Group, and new end-of-trip facilities for active travellers.</p> <p>Council continues to deliver programs following a Community Based Behaviour Change model with a focus on working with and building capacity of community groups and local businesses. The aim is to establish a regular, ongoing calendar of activities to build community confidence and familiarity with active travel and public transport choices. These programs include regular autumn/winter bike skills training, free monthly bike checks (partnering with WeCycle and the piloting of high school holiday bike training in high schools. Council has also delivered transport-themed webinars to work with the community during COVID restrictions.</p>	No change
A31	A	Education and Marketing	Review Darebin's behavioural change programs. Ensure current and ongoing programs are meeting expectations, continue to be worthwhile and are sufficiently integrated into all new systems and infrastructure delivered by Council.	No change	<p>Ongoing:</p> <p>Council continues to evaluate and monitor programs to ensure that they are worthwhile and meeting expectations of our community. Regular process and outcome evaluation including participant surveys, operator surveys and online feedback for all programs has allowed Council to improve and refine the suite of programs on offer.</p>	No change

Number	Action/Policy	Topic	Original Description (2007)	Revised Policy/Action (2015)	Progress and status 2021	Revised Policy/Action 2022
A32	A	Education and Marketing	Pilot and test innovative sustainable transport initiatives. Council is open to innovative ideas that will support well-designed trials of promising ideas.	No change	<p>Ongoing:</p> <p>Council continues to implement new and innovative programs to help change transport behaviours and support the community's capacity to drive change. Such programs include:</p> <ul style="list-style-type: none"> - Free monthly bike checks to build the community's capacity to fix and maintain their own equipment, as well as reducing travel change barriers for new riders. - High School Transition bike training pilots to build independent active travel habits in teens. - Octopus Schools to promote active travel in schools through behaviour change and infrastructure projects. - E-bike 'Come and try' events to promote active travel among seniors and less typical active travel groups. - Online transport seminars during COVID to improve transport education and community engagement. - Pop up bike lanes to support active transport during the COVID disruptions. - Innovative data collection technology through video bike counters and rider intercept surveys to provide more accurate information on rider habits and infrastructure use. 	No change
A33	A	Education and Marketing	Promote informed transport choices. This includes a wide range of initiatives including information packs to new residents, quality maps, advice and materials to event managers, free Bike Ed training and use of bicycles in primary schools, walking programs (Walking School Bus and recreational walking groups, etc.), supporting community groups to take a leadership role in sustainable transport and local purchasing policies and campaigns.	No Change	<p>Ongoing:</p> <p>Darebin continues to promote informed transport choices through a range of events and materials.</p> <p>TravelSmart maps provide the community with information on the safest and most convenient routes for sustainable transport. These are regularly updated.</p> <p>Darebin continues to work with schools to promote informed transport choices. This work happens through programs such as Octopus Schools, support for Ride2School day, Walk to School month and the Bike Ed program and High School Transition programs.</p> <p>Darebin continues to distribute useful branded transport material such as reflective bands, water bottles and other materials to promote safety and informed transport choices.</p>	No change
A34	A	Education and Marketing	Communicate with residents, businesses and organisations about the DTS. This may involve a gap analysis of who is currently engaged, a web page, a clear identity for branding, an annual progress report, an annual “have your say” event, incentives to encourage engagement and an annual household survey. It may also include new tools for enabling community participation and increasing community capacity for behaviour change.	No change	<p>Council is promoting the 2022 refresh of the Darebin Transport Strategy. A community consultation plan has been developed to ensure that we are able to engage with all parts of the community. The updates to the Darebin Transport Strategy will be collated within a dedicated page on the Darebin website.</p> <p>Darebin will continue to promote the Darebin Transport Strategy through existing channels, such as the Darebin Loves Bikes e-newsletter, Darebin Bicycle User Group, and other local community groups.</p>	No change
A35	A	Education and Marketing	Develop and build on successful school travel plans. This includes working through the “Love Living Local” framework to develop new plans in targeted areas and directing schools to other agencies – such as Bicycle Victoria – for help.	Develop and build on successful active travel programs for students. This includes supporting schools who adopt school travel plans, promoting and providing skill-based programs to students and parents, and directing schools to other active travel stakeholders and agencies.	<p>Ongoing:</p> <p>Darebin continues to promote active travel programs in schools through a range of school based programs. These include Octopus Schools, Bike Ed, Ride2School Day, Walk to School month and High School Transition programs. These connect with the Darebin community through the Darebin Loves Bikes e-newsletter and the Darebin Bicycle User Group.</p> <p>Council works with schools to improve the local area as part of the Your Street, Your Say program, which will engage with all schools across a rolling 3-year period.</p>	No change
A36	A	Making it Happen	Establish effective implementation partnerships. For example, a high level coordination and collaboration partnership (CCP) with key stakeholders to review progress annually and resolve “road blocks” if they emerge, sub-groups to support the CCP on specific projects or programs and targeted partnerships with relevant partners and stakeholders.	No change	<p>Ongoing:</p> <p>Council partners with other municipalities for advocacy, infrastructure and program delivery. Ongoing local government advocacy partnerships include the Metropolitan Transport Forum and the Municipal Association of Victoria. Darebin also partners with region specific groups to deliver projects of shared importance. These include Northern Regions M8, Northern Trails Strategy Working Group, and the Victorian Government.</p> <p>Darebin also works closely with adjacent councils and the Victorian Government to plan and deliver projects across multiple local government areas. Examples of these include the Heidelberg Rd pop-up bike lane project, online transport webinars, TravelSmart map updates, Strategic Cycling Corridors, and the Harding Street Bridge replacement.</p> <p>Council also continues to work closely with local community groups to help source, inform and deliver local projects that affect local residents.</p>	No change

Number	Action/Policy	Topic	Original Description (2007)	Revised Policy/Action (2015)	Progress and status 2021	Revised Policy/Action 2022
A37	A	Making it Happen	Review Council processes to identify ways to support the DTS. This may include reviewing work of other Council departments, incorporating DTS priorities when setting Council programs and budgets, ensure Council staff understand the DTS and its directions, review tender specifications to ensure they support the DTS, develop a more coordinated approach to walking programs across Council, investigating the benefits of a group to oversee Council's walking initiatives and supporting innovation in thinking and program delivery.	No change	<p>On 5 December 2016, Darebin Council unanimously voted to recognise we are in a state of climate emergency that requires urgent action by all levels of government, including local councils. The Darebin Transport Strategy is a key strategy to help make the council and residents more sustainable, including the sustainable transport project and programs that promoted and delivered as part of it.</p> <p>The Darebin Council Plans continue to support the Darebin Transport Strategy. The 2017 -2021 Council Plan delivered a number of transport initiatives that helped to create a more liveable community. The new 2021-2025 Council Plan and associated Action Plans are focussed on delivering a safer, more accessible and sustainable transport system that improves the lives of residents and business owners across Darebin.</p>	No change
A38	A	Making it Happen	Advocate for the continuation of monitoring tools that allow progress on the DTS to be tracked. Tools such as detailed household travel surveys (such as VISTA by Department of Infrastructure) and VicRoads data collection processes are important to strategies such as the DTS and should therefore be maintained and expanded.	No change	<p>Ongoing:</p> <p>Darebin continues to advocate for appropriate data to measure the performance of the Darebin Transport Strategy. Darebin has also sought to expand the data collection where possible and useful, such as with the Community Surveys.</p> <p>Data collection has been particularly difficult for this review, as travel behaviour has been so radically affected by the COVID pandemic and movement restrictions. Consequently, some of the data has been available, but not directly comparable to previous iterations, whilst other data has not been available at all.</p> <p>The most recent Households Survey was completed in 2014. As a result some targets were unable to be assessed against previous benchmarks.</p>	No change

Monitoring Plan Targets

Target No.	Previous Target	Current Status	Progress on targets (2014)	Revised/New Target (2022)
1	Double the share of walking, cycling and public transport for all trips by 2027	On track / more to be done	The share of all trips made with sustainable transport modes in Darebin has been steadily growing, from 27.4% of trips in 2007 to 33.9% of all trips taken in 2018. This represents an increase of 6.5 percentage points between 2007 and 2018. There is still significant improvement required to reach the target of 54% of trips being made by walking, cycling and public transport by 2027.	No change
2	Double the share of walking, cycling and public transport for journey to work by 2027	On track / more to be done	The share of trips to work made with sustainable transport modes in Darebin has been steadily growing, from 28% of trips in 2006 to 36% of trips to work taken in 2016. This represents an increase of 8 percentage points between 2006 and 2018. There is still significant improvement required to reach the target of 56% of trips to and from work being made by walking, cycling and public transport by 2027	No change
3	Reduction of accident rates on local roads equal or greater than VicRoads targets.	On track	Since 2007, there has been a reduction in the number of crashes on local roads of 49%. Whilst 2007 represented a year of particularly high crash rates, there has been a trend of significant crash reductions through the length of the Strategy. Since 2014, the number of crashes on local roads has reduced from 69 crashes per 100,000 residents to 40 crashes per 100,000 residents, representing a 42% reduction. Darebin is well on track to equal or better he current VicRoads target of a 50% reduction in road crashes by 2030.	No change
4	Increase the overall mode share for walking, cycling and public transport at a faster rate than the metropolitan average	On track	The share of all trips made by walking, cycling and public transport in Darebin has increased 6.5 percentage points between 2006 and 2016 (as per target 2), which is a 28% increase on 2006 levels. The share of trips to work made by walking, cycling and public transport in Greater Melbourne has increased 3.9 percentage points since 2007, which is a 17% increase since 2007. Therefore the share of sustainable transport trips in Darebin continues to increase at a faster rate than the metropolitan average.	No change
5	Increase the Journey to Work mode share for walking, cycling and public transport at a faster rate than the metropolitan average	On track	The share of trips to work made by walking, cycling and public transport in Darebin has increased 8 percentage points between 2007 and 2018 (as per target 1), which is a 23% increase on 2007 levels. The share of all trips made by walking, cycling and public transport in Greater Melbourne has increased 4 percentage points since 2007, which is a 22% increase since 2007. Therefore the share of sustainable transport trips in Darebin continues to increase at a faster rate than the metropolitan average.	No change
6	Reduce accident rates for cars, walking, cycling and public transport faster than the metropolitan average	On track	Since 2007, there has been a reduction in the number of crashes on all roads in Darebin of 59%, with crash rates dropping from 120 crashes per 100,000 residents in 2007 to 49 crashes per 100,000 residents in 2018. In this time Greater Melbourne has had reduction in crashes of 49%.Therefore Darebin is reducing crash rates faster than the metropolitan average.	No change
7	Reduce the private vehicle kilometres travelled per person in Darebin	More to be done	Between 2007 and 2018, Darebin experienced a 2% decrease in private vehicle kilometres travelled per person on a weekday, with weekday vehicle kilometres per person per day reduced from 13.9 km/p/day to 13.7 km/p/day. However, in the same time period, private VKT per person on a weekend day has grown by 37%. from 10.0 km/p/day to 13.7 km/p/day.	No change
8	Increase the proportion of residents within 400m of a regular bus service and/or 800m of a tram/train service during weekdays off-peak	On track / more to be done	The proportion of Darebin residents living within 400m of a regular bus and 800m of a tram / train service during weekday off peaks rose 2 percentage points since 2011, with 77% in 2016 compared with 75% in 2011. Bus services considered regular were those operation at least 30 minute intervals at 8pm on Sunday (routes 250, 251, 508, 561 902, and 903). This number would improve significantly should there be an increase in the frequency of a local bus routes.	No change
9	Increase the proportion of residents within 400m of a regular bus service and/or 800m of a tram/train service on Sundays	On track / more to be done	The proportion of Darebin residents living within 400m of a regular bus and 800m of a tram / train service on Sundays rose 6 percentage points since 2011, with 71% in 2016 compared with 65% in 2011. Bus services considered regular were those operation at least 30 minute intervals at 10pm on a weekday (routes 250, 566, 902 and 903). This number would improve significantly should there be an increase in the frequency of a local bus routes.	No change
10	Increase the proportion of jobs within 400m of a regular bus service and and/or 800m of a tram/train service during weekdays peak	On track	<p>The number of jobs in Darebin located within 400m of a regular bus during weekday peak periods and 800 of a tram or train service has increased by 11 percentage points since last time it was measured, accounting for 78% of the jobs in Darebin in 2016. A regular weekday bus during peak periods was considered to be one that operated at maximum intervals of 20 mins during morning peak period between 7am - 9am (routes 250, 251, 350, 506, 508, 510, 513, 527, 552, 555, 561, 902, and 903).</p> <p>Please note that recent CLUE data was not available, so this target was assessed using Place of Work data from the 2016 ABS Census.</p>	No change
11	Improve the reliability of public transport services that run on arterial roads at a rate equal to or better than the metropolitan average	On track / more to be done	The reliability of metropolitan buses and trams remained steady at 99% between 2007, 2014 and 2018. This is measured on PTV's definition of reliability, which is that the proportion of timetabled services that the operator delivered. The punctuality on metropolitan buses also remained steady, with 80.2% on services running on time.	No change
12	Increase the absolute number of jobs in activity centres	On track	Between 2009 and 2016, there was a 21% growth in absolute numbers of jobs across Darebin's five main activity centres. The activity centres included were Preston, Reservoir, Fairfield, Westgarth and Northcote. The majority of the employment growth seen was in Westgarth, Northcote and Reservoir activity centres.	No change
13	Maintain arterial road travel times and improve reliability	N/A	Target removed 2015	No change
14	Traffic on Darebin's major local roads decreases	On track	Between 2014 and 2019, traffic volumes on Darebin's major local roads reduced slightly with a 3% decrease across key intersections selected from across the municipality. This should be viewed in comparison with the overall population growth in Darebin over the same period.	No change

Target No.	Previous Target	Current Status	Progress on targets (2014)	Revised/New Target (2022)
15	Increase the number of residents who shop locally	More to be done	<p>The Household Survey, which has previously been used to determine the number of residents shopping within Darebin, has not been conducted since 2014. Instead, measurements using Spendmapp data indicated that Darebin residents directed an average of 24.5% of their spending within the municipality, with 32.5% happening in other municipalities and 42.9% being spent online across the second and third quarters of 2021. It must be noted that this period was heavily impacted by the COVID restrictions which influenced many spending decisions in the short term.</p> <p>Darebin will continue to advocate for more relevant data through household surveys, and also monitor this target using Spendmapp data.</p>	No change
16	Increase the proportion of respondents who rate Council's performance at 6 or more on a 10 point scale in providing information about and promoting cycling and walking	On track / more to be done	The satisfaction rating for Council's performance in providing information and promoting cycling and walking has remained steady since 2011. In 2021 respondents rated Council's performance at an average of 6.56 out of 10. Of all respondents, 74.7% rated Council's work in the area at 6 or more, which is largely unchanged since 2011 (6.31 out of 10).	No change
17	Increase the proportion of schools with an adopted School Travel Plan	N/A	Target removed 2015	No change
18	Number of development applications with a travel plan as a proportion of all new development applications	N/A	Target removed 2015	No change
19	Increase the amount of annual funding received from external sources for DTS projects	On track	<p>Average annual funding from external sources for DTS projects in the past 5 years is \$594,000. This represents a strong increase from 2014, which received an average of \$430,000 per year in funding.</p> <p>The external funding sources were Black Spot programs, SSRIP safe travel grants, VicHealth grants, TAC grants and VicRoads Community Road Safety grants. In the past 5 years Council has received over \$2 million in external funding for DTS related projects</p>	No change
20	Install 10 car share bays in Darebin per year.	On track	Car share bays in Darebin have increased at a rate of 8.9 bays per year since 2015. In recent years the rate of car share bay installation is increasing, and is expected to continue to increase further in the near future. New car share bays will be endorsed through Your Street, Your Say, which is anticipated to speed up the approval and installation process.	No change
21	Increase the proportion of residents living within 400m of Activity Centres, train, trams and SmartBus corridors	More to be done	<p>At the time of the 2016 census, 39% of Darebin residents lived within 400m of an Activity Centre (sub-regional activity centre, activity centre, or neighbourhood centre), train, tram and SmartBus corridors (as measured from the stops and stations only).</p> <p>Darebin is awaiting the release of 2020 census data to provide comparative data. As such, no comparison can yet be made to determine a proportional increase or decrease.</p>	No change
22	Increase the number of Electric Vehicle charging bays with charging infrastructure in approved public locations.	New target		Increase the number of Electric Vehicle charging bays with charging infrastructure in approved public locations.
Cycling Strategy 1	Increase mode share of trips by bicycle from 4.3% to 8.6% in 2018	More to be done	The assessment of the Darebin Cycling Strategy was that mode share of trips by bicycle rose to 5.8% by 2016.	No change
Cycling Strategy 2	Reduction in crashes per bicycle trips from 13 per 1 million to 7 per 1 million over the life of the Strategy	More to be done	The assessment of the Darebin Cycling Strategy was that the rate of accidents have remained generally similar year on year, although have not halved in relation to cycle trips.	No change
Cycling Strategy 3	Increase cycling trips by 8% annually in Darebin from 2,630 in 2012	More to be done	The assessment of the Darebin Cycling Strategy was that cycling trips in Darebin increased a total of 27% from 2012, representing an average increase of 5% per annum	No change
Cycling Strategy 4	20% of Cycling Action Plan actions completed per year	On track / more to be done	The assessment of the Darebin Cycling Strategy was that all actions identified in the Darebin Cycling Strategy have at minimum been investigated and are either completed, ongoing, or investigated and not considered feasible or appropriate, or a different solution identified (as of 2018).	No change
Cycling Strategy 5	<p>Maintain proportion of respondents who rate Council's performance at 6 or more, on a 10 point scale in:</p> <ul style="list-style-type: none"> - Maintenance of offroad shared paths - Provision of on road bike lanes - Provision of safe offroad shared paths - Information and promoting cycling and walking 	On Track	<p>The most recent satisfaction survey results for this were:</p> <p>2021 Maintenance of off road shared paths: 91.9% Links between on-road bike lanes: 89.6% Safety of off-road shared paths: 88.2% Information on promoting cycling and walking: 74.7%</p> <p>This remains relatively steady from the 2017 results:</p> <p>2017 Maintenance of off road shared paths: 90.5% Links between on-road bike lanes: 89.3% Safety of off-road shared paths: 88.2% Information on promoting cycling and walking: 77.3%</p>	No change