

## GOING PLACES

Darebin Transport Strategy 2007 - 2027



# FOREWORD

Going Places—the Darebin Transport Strategy is our plan for managing transport and traffic in the City of Darebin over the next 20 years. Its aim is to enable all Darebin residents to go wherever they want with ease while addressing the environmental and social issues caused by our existing car-based transport system.

Going Places builds on our Integrated Transport Plan (ITP), released in 2000, which established a framework for a smarter, more equitable and sustainable transport system. The ITP was successful in raising the profile of key local transport issues and led to a number of enhancements within the municipality including pedestrian, cycle and activity centre improvements, changes in travel behaviour and innovative policy development and application.

The recommendations of the ITP are still valid. However, new government policies and increased community concern about climate change and peak oil mean that an updated plan is needed to maintain Darebin's position at the leading edge of transport planning. Going Places is that update.

I hope you will come on the Going Places journey with us.

Mayor of Darebin



“The key to liveability is managing land use and transport networks to maintain the highest level of access to community, services and employment opportunities.”

Meeting Our Transport Challenges—Connecting Victorian Communities  
Victorian Government, May 2006

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# INTRODUCTION

## Background

In 2000, Darebin City Council released the Darebin Integrated Travel Plan (ITP). This document established a new approach to transport planning in Darebin, which recognised that transport networks and people's travel movements can be detrimental to other important aspects of the City that people value. Therefore, the ITP sought to balance the provision of good transport networks with concern for the environment, social welfare and the City's economic prosperity.

The ITP was reviewed in 2006. This review confirmed that it had been at the leading edge of sustainable transport practice and set an example for transport planning within Victoria and beyond. However, it also identified that some key circumstances have changed, warranting a reassessment of some of its directions.

Since the release of the ITP, the State Government has launched a number of important metropolitan and state-wide policy documents, including Melbourne 2030, the Metropolitan Transport Plan, Meeting our Transport Challenges, Linking Victoria and Growing Victoria Together. It is important that Darebin's transport planning is aligned with this broader policy context.

At the same time, public awareness of global issues such as climate change and peak oil has increased.

In light of these important changes, Council determined that a new transport plan is required. Going Places, the Darebin Transport Strategy (DTS), builds on the ITP, continuing Council's work in ensuring that the community can access its needs conveniently, safely and in a sustainable way.

## Process

The DTS was developed through a highly collaborative process involving the Darebin community, key State Government staff, Darebin councillors and Council staff. The Darebin community was consulted three times during the development of the Strategy, resulting in over 1,200 responses.

A Steering Group was established to guide the development of the DTS. This included senior representatives of the Department of Infrastructure, VicRoads, the Department of Sustainability and Environment, the Department of Victorian Communities, the community and Darebin City Council. A Working Group was also set up to provide more detailed input into the Strategy. This group was made up of officers from the same organisations. An Internal Reference Group was established to ensure all aspects of Council operations were involved at key points during the development of the strategy.

The members of these groups are listed on page 27.





## Context

There is increasing concern in the community about the impact that travel and transport options can have on important aspects of the environment, community, health and wellbeing and economy. In particular, the DTS responds to the following issues:

**Climate change and air quality**—motorised transport is a significant contributor to greenhouse gases and other emissions that are detrimental to air quality and our climate.

**Obesity**—the trend towards motorised transport and away from walking and cycling has led to poor health outcomes.

**Disadvantaged**—the elderly, youth, disabled or those with mobility issues require high quality public transport options.

**Population growth**—Melbourne's growing population—particularly to the north of Darebin—combined with a trend towards smaller households, has increased travel demand.

**Peak oil and petrol price rises**—the rising price and potential reduction in the availability of petrol places increased importance on good public transport, walking and cycling networks.

**Increasing road congestion**—despite improvements to the road network, congestion is increasing and is likely to continue to increase—particularly in terms of freight.

These issues are common across the developed world. In response, transport planning has shifted from planning for new roads to policies that create more efficient urban environments. These include:

## Melbourne 2030—Planning for sustainable growth

Melbourne 2030 is a planning strategy for the whole metropolitan area, released in 2002. It establishes broad policies for how and where development and supporting transport infrastructure is to occur. Melbourne 2030 makes a strong link between development and public transport networks. In particular, it promotes new development around existing activity centres that are well-served by public transport, such as Preston, Reservoir and Northcote.

## Linking Melbourne—Metropolitan Transport Plan

Linking Melbourne is a plan for the development and management of Melbourne's transport system. It details how the Principal Public Transport Network (PPTN) will be developed. This includes an extension of the Epping rail line to South Morang and the introduction of SmartBus routes (including the Green and Red Orbitals) which will link Darebin with other middle ring suburbs.

## Meeting our Transport Challenges

Meeting our Transport Challenges outlines how Linking Melbourne will be implemented. It identifies planned expenditure in transport projects across Melbourne. These include the "Red Orbital" SmartBus and local bus service improvements in Darebin.

**A focus on accessibility**—an emphasis on moving people and goods, rather than cars. This often translates to prioritising public transport, walking and cycling over single occupant vehicles.

**Transit-oriented development**—an emphasis on developing new housing in locations with good public transport and convenient access to jobs, shops and services.

**Local living**—a focus on providing daily needs—such as local shops, schools and community services—within walking distance of where people live, to minimise their need to travel.

**Travel behaviour change programs**—encouragement for people to make responsible travel choices that recognise the detrimental impacts of motorised travel.

# ASPIRATIONS

## Vision

In 2027 Darebin is a community where transport plays a positive role in connecting residents, visitors and employers so that its social networks are strong, local and metropolitan opportunities are accessed easily and the local economy prospers. This is achieved while the people and businesses of Darebin increasingly live within their means, using natural and human resources wisely to reduce the negative environmental and social impacts of travel.

## Objectives

Eight key objectives have been identified to guide future decisions about transport in Darebin. The objectives are outlined below.

### **To improve local and metropolitan accessibility**

The focus of the DTS is on accessibility, rather than travel for the sake of it. One way of increasing accessibility is to bring destinations closer to where people live.

“Local living” aims to enable people to access their daily needs within walking distance of their homes, thereby reducing the need for them to drive (and, if they still choose to, reducing the distance that they have to drive). Daily needs may include convenience shops, a kindergarten, a primary school and local community services. “Local living” also has a number of other social and economic benefits, including supporting local businesses and contributing to a sense of community.

However, not all destinations can be viably provided within every neighbourhood, due to the size of their catchments. Therefore, the DTS seeks to ensure that these destinations can be accessed by ‘sustainable’ modes of travel—public transport and cycling. This means better links to central Melbourne and cross-town routes to centres in adjoining suburbs.

### **To increase the role of sustainable transport modes**

Cars and trucks are the least energy-efficient form of travel (on land) and the greatest contributor to environmental pollution. Therefore, the DTS seeks to promote alternative, more sustainable ways of moving people and goods—walking, cycling, public transport and rail-freight.

This is achieved by increasing the attractiveness of those modes through improved services and facilities, priority over other modes, and reducing the attractiveness of the car through reduced priority and other travel demand management techniques.

### **To build new developments that reduce transport demands**

The need to travel and the lengths of journeys can be influenced by the way land is developed. Building housing and key destinations such as jobs, services and shops closer to each other reduces the distances people need to travel, in turn increasing the chance of them utilising more sustainable modes. Concentrating housing closer to public transport increases the chance of residents using it to access more distant destinations.



“ I now walk to the shops instead of driving; 6km per week of less driving. Even small amounts add up. ”

Paula, 50, Northcote

### **To increase social inclusion for residents**

The ability for Darebin's residents to access jobs, schools, community services and shops is an essential element of 'social inclusion'—the degree to which people are able to participate in community life. However, a significant number of Darebin's residents do not have easy access to a car. This is exacerbated by the fact that the north of the municipality, where car ownership is lowest, is also the part of Darebin that is least well-served in terms of public transport.

Therefore, the DTS seeks to enhance public transport and improve on community transport delivery in of the municipality. As funding for public transport and community transport is limited, this may require a redistribution of transport resources from well serviced areas of the municipality.

### **To improve health and environmental outcomes**

Motorised transport is the second largest contributor to greenhouse gases in Victoria. It is also detrimental to air quality, noise and amenity. On the other hand, "active" modes of travel—walking and cycling—have minimal environmental impacts and foster increased personal health.

Therefore, the DTS seeks to reduce the need for travel and, where it is required to promote travel modes that minimise their impact on the environment and enhance personal health.

### **To improve community safety**

Darebin has experienced a reduction in road accidents over the last few years. However, its roads can still be unsafe, particularly for vulnerable users such as pedestrians and cyclists. The number and vulnerability of these users is likely to increase with the ageing of Darebin's community and other external factors.

Therefore, the DTS seeks to continue to improve the safety and perceived safety of Darebin's transport networks.

### **To integrate quality urban design, economic development and access**

Darebin reflects Melbourne's very car-based society. As a result, the economic prosperity of some of its businesses relies on vehicular access, parking for customers and freight deliveries. However, many people choose to or have no choice but to use other means of travel to access activity centres. In addition, traffic and car parks can adversely affect the pedestrian amenity of activity centres.

Therefore, the DTS seeks to provide good access to its centres and other employment areas by all modes of travel and to balance their needs in the design of streets while accommodating freight vehicles.

### **To engage stakeholders through effective communication**

Travel behaviour can be influenced through education and marketing. The DTS seeks to inform the community so individuals can make knowledgeable choices about travel, building on the willingness shown to adopt more sustainable practices.

Some aspects of travel in Darebin, such as the main roads and train services, are not controlled by the Council. Therefore, Council will work closely with other organisations to ensure a coordinated approach to delivering transport in the municipality.

In order to meet these Objectives six areas of policies and actions have been identified.



# LAND USE AND DEVELOPMENT

The way that land is used and developed has a fundamental impact on transport. It generates a need for people to travel to and from that development. How far it is from related uses influences the length of journeys between them. How far it is from public transport, how much parking it provides and how well it is designed influences how those journeys are made.

Melbourne 2030 encourages new development to be concentrated in activity centres in order to locate people close to public transport, shops and services. Darebin has two Principal Activity Centres (Preston and Northland), two Major Activity Centres (Reservoir and Northcote) and a Specialised Activity Centre (La Trobe Technology Park). Of these, Preston, Reservoir and Northcote contain railway stations, Northcote is also served by trams, and all have bus services. New development within and close to these centres will generate shorter trips due to the proximity of employment, shops and services, and support the use of public transport.

Recent years have seen a significant increase in planning applications for apartment developments, mainly in the south of the municipality. Depending on their location, these have the potential to increase the number of people who live close to jobs, public transport, shops and services.

The number of jobs within Darebin has been steadily declining over the last few years. This means that more people have to travel further to get to work. One response to this is to attempt to attract new employers to Darebin. Ideally, these should be in industries that match the skills of Darebin's workforce and be located close to public transport. Another response is to encourage more Darebin residents to work from home, which is more common across Melbourne as a whole.

The design of new development influences people's travel behaviour by making walking and driving more or less attractive. Development can encourage walking by addressing streets with windows and pedestrian entrances and providing verandahs or canopies over the footpath. Development can influence the likelihood of people driving to it through parking provision.





“ ...the development of...centres will encourage more local activities with shorter travel distances and greater opportunities to use public transport, cycling and walking.”

Meeting Our Transport Challenges—Connecting Victorian Communities  
Victorian Government, May 2006

## Key concept: Local Living

“Local living” aims to enable people to access their daily needs within walking distance of their homes, thus reducing the need for them to drive (and, if they still choose to, the distance that they have to drive). Daily needs can include convenience shops, a kindergarten, a primary school, open space and local community services. “Local living” also has a number of other social and economic benefits, including supporting local businesses and contributing to the development of social cohesion and a sense of community.

Local living has steadily declined over the last hundred years as personal mobility has increased, household sizes have reduced, retail formats have expanded and the focus of employment has shifted from manufacturing towards service industries. However, increasing road congestion is now beginning to have an adverse impact on people’s willingness to travel longer distances, allowing the possibility that it may again be feasible to provide smaller format retail outlets with a daily needs convenience role, thereby expanding the offer of jobs and services in local areas. Indeed, the Darebin City Council Household Surveys undertaken between 1999 and 2005 indicate that residents are increasingly accessing their daily needs in local centres in Thornbury, Westgarth, Gilbert Road, Fairfield, Preston, Bundoora and Northland (local centre component).

Darebin already contains a number of residential neighbourhoods with local centres that are successfully supporting local living, such as those mentioned above. Others, however, have less capacity to support local living, due to a lack of provision for daily needs or poor public realm amenity. In some cases, these shortcomings may be overcome. For example, new residential development at higher densities can provide greater support for commercial activity, greater awareness can encourage people to use local facilities, and better paths can encourage walking and cycling. There is also potential for more localised distribution of community services.

## POLICIES

**P1** 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.

**P2** 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.

**P3** 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.

**P4** 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.

**P5** The development of large sites will be required to incorporate public pedestrian and cycle links where they can contribute to a desirable through route.

**P6** 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, verandahs, signage, dedicated pedestrian routes through car parks, good connections to public transport or the provision of public transport interchanges.

## ACTIONS

**A1** 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.

**A2** 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.

**A3** 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 Council’s expectations to developers. See P3 above.

**A4** 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.

**A5** 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.

**A6** 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.

**A7** 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.

**A8** 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.

## Key Destinations within Darebin



# PUBLIC TRANSPORT

Thinking about travel is usually dominated by the car, which offers a uniquely convenient, flexible and comfortable option for many people. However, a significant number of Darebin's residents do not have easy access to a car because they are too young, too old, disadvantaged, disabled or belong to one of the 15% of Darebin's households that do not own a car. With Darebin's ageing population, the number of people without access to a car is set to increase.

The lack of car access is highest in the north, northeast and eastern parts of the municipality. For these people, walking, cycling and public transport are their only options for getting about.

Darebin has an extensive public transport system made up of trains, trams, buses and taxis. These services reach most parts of the municipality. In particular, they connect people to the most popular destinations both within the municipality and beyond.

However, some parts of the municipality—particularly the northwest and east—do not have frequent public transport services. In addition, many services do not run during the evenings or on Sundays. This makes it difficult for some residents to access jobs, services, shops and social opportunities.

In other parts of Darebin, different forms of public transport virtually duplicate each other, offering similar services at similar frequencies and times. Redistributing resources from these areas to other areas with poor public transport would ensure services are provided more equitably across the municipality and better reflect the community's needs.

International evidence suggests that more people will use public transport if services run on time, if it is inexpensive, if waiting times are not too long, and if the services are relatively close by. Investing in more frequent public transport services and improving reliability through measures such as bus priority pays dividends in terms of the number of passengers.

In particular, more services, express services and better carriages would allow trains to present a real alternative to the private car for trips to work, shop and study in the inner city. In combination with the introduction of Orbital Bus Routes, this would allow other bus services to be focused on higher frequency local routes forming part of the Principal Public Transport Network (PPTN) and providing access to trains and orbital buses. Better quality facilities at train stations, tram and bus stops, better information and cheaper fares can also attract more people to use public transport.





“...the provision of attractive and well-patronised public transport alternatives is critical to Melbourne’s future liveability...”

Meeting Our Transport Challenges—Connecting Victorian Communities  
Victorian Government, May 2006

However, because transport funding is limited, trade-offs are required to get the best out of the available resources. If public transport services are to be more frequent and reliable, passengers may need to walk a little further to get to them. Some bus passengers may also need to change services during their journey, where at present they may have a direct (albeit less frequent) service. This will require high quality facilities at transfer points, good integration of services and reliable service information.

Darebin currently suffers from extensive through movement, particularly from people travelling between their homes in the northern suburbs and jobs in the inner city and neighbouring municipalities. The population of Whittlesea, north of Darebin, is set to increase by more than 60,000 over the next 24 years. This will increase through traffic unless public transport services to these areas are improved.

Park-and-ride facilities are often located at train stations. However, while these can be effective in attracting people to use public transport, they take up considerable space in locations that may be more valuable for transit-oriented development and they increase local traffic congestion.

## Key concept: Darebin Connections

“Darebin Connections” is a framework for the provision of public transport services within the municipality. It identifies four different levels of public transport:

- **Rapid Public Transport Services (RPTS)**—high quality, fast, high frequency services that are not affected by traffic congestion. These services provide connections between central Melbourne and major urban areas, and cross-town connections between suburbs. Within Darebin they include SmartBus routes and train services on the Epping and Hurstbridge lines.
- **Principal Public Transport Services (PPTS)**—fast, high frequency and high quality public transport services operating between activity centres with some priority over traffic. In conjunction with the RPTS, these services facilitate high speed and reliable access around the region. Within Darebin they include tram routes 112 and 86, and bus services forming part of the Principal Public Transport Network (PPTN).
- **Secondary Public Transport Services (SPTS)**—bus services that provide access to activity centres and Rapid and Principal Public Transport Services. Priority measures are appropriate at key congestion points to improve service reliability. SPTS include all bus services in Darebin that do not form part of the PPTN Bus Network.
- **Community Transport Services**—services that provide for groups whose needs are not met by regular passenger transport services. These include community transport for people with disabilities and the elderly, taxis and school bus services. Council will continue to identify opportunities to integrate the Community Transport Services with conventional public transport services to fill existing gaps.

Minimum levels of service quality have been developed for each of the proposed levels of public transport to retain existing passengers and, most importantly, attract new passengers. Higher levels of service may be provided where it is warranted by patronage and where the circumstances of a service require it.

Service Level Guidelines	Rapid Public Transport Services	Principal Public Transport Services	Secondary Public Transport Services
<b>Service Strategy</b>	<i>Peak:</i> Express / limited stop / all stop  <i>Off Peak:</i> All stop	<i>Peak:</i> Express / limited stop / all stop  <i>Off Peak:</i> All stop	All stop

<b>Connections</b>	Non-timed connections	Non-timed connections	Reasonable level of integration should be achieved
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Maximum Frequency			
Peak	10 minutes	15 minutes	20 minutes
Inter-peak	10 minutes	15 minutes	20 minutes
Evening	20 minutes	20 minutes	30 minutes
Weekends	20 minutes	20 minutes	30 minutes
Minimum Service Period			
Monday-Friday	5.00am - midnight	5.00am - midnight	6.00am - midnight
Saturday	7.00am - midnight	7.00am - midnight	7.30am - 11.00pm
Sunday	8.00am - 10.00pm	8.00am - 10.00pm	8.30am - 10.00pm
Minimum Reliability	95% within 5 min of schedule	95% within 5 min of schedule	95% within 5 min of schedule

Coverage Targets
100% of all residents should be within 400m of a service on a public transport network.
75% of residents should be within 800m of a rapid or principal public transport service.
Significant trip attractors should be located within 400m of a rail station or Orbital Bus Route.

These service level guidelines are intended to:

- provide a level of service consistent with a world-class city;
- ensure that an acceptable quality of service is provided on all public transport modes in the network;
- provide a consistent and fair basis for evaluating and prioritising existing services and proposed improvements; and
- acknowledge local conditions, differing organisations and practical realities that affect passenger transport service design and provision.



## Policies

**P7** Road-based public transport will be given priority over single occupant vehicles where possible.

**P8** 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.

## Actions

**A9** 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.

**A10** 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.

**A11** 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.

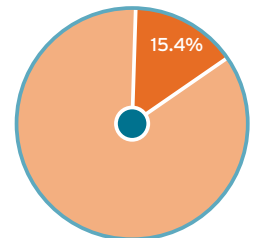
**A12** Explore ways of giving trams and buses greater priority over cars. This may include adjusting traffic signals for preferential treatment, part-time tram/bus lanes, better access to passengers for set down and pick up, and improved enforcement.

**A13** 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.

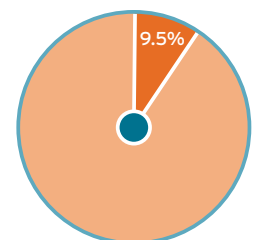
**A14** Explore ways of making public transport more affordable and easier to use. This may include initiatives such as a short distance public transport fare, allowing bicycles on trams and buses, publicising taxis that are wheelchair accessible and have child restraints, providing bicycle storage at train stations, real-time information, more legible timetables, facilities at stations such as sub-newsagencies and coffee carts and so on.

**A15** 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.

Households  
without a vehicle  
(2001 census)



Darebin



Melbourne

# WALKING AND CYCLING

Increasing the rate of walking and cycling is a fundamental ingredient of a healthier, more inclusive and more sustainable future for Darebin's community. Walking and cycling are the least harmful forms of travel to the environment and they improve personal health. Most people can walk, whereas some members of the community are excluded from other forms of transport due to age, financial means and/or cultural background. Walking enables chance encounters, which foster a sense of community, and can help support local businesses by creating passing trade.

Walking is ideal for short trips, such as getting to school. These should increase with the proposed rise in "local living" (see page 8). Continued partnerships with schools through School Travel Plans (see page 22) are also expected to increase walking.

Cycling is suited to a variety of journeys, such as getting to work, particularly with Darebin's relatively flat topography. Walking and, increasingly, cycling are also integral components of any public transport trip.

Darebin already has a well connected street network that provides relatively direct routes in any direction. Most of its streets have footpaths on both sides and there are additional recreational trails such as those along the Darebin and Merri Creeks. Darebin also has a network of strategic bicycle routes along main roads.

However, more can be done to improve the safety, attractiveness, ease of use and awareness of Darebin's walking and cycle networks. This is particularly important given Darebin's ageing population, which

means that more people will need to walk to access local services and public transport in the future. Design of footpaths, shared trails and crossing points is important to cater for all abilities.

The DTS has a five-pronged strategy for increasing the rate of walking and cycling:

- Enhancing the actual and perceived safety of walking and cycling routes in terms of both traffic accidents and personal crime;
- Completing "missing links" throughout the network;
- Improving the amenity of footpaths and crossings;
- Increasing the priority of walking and cycling over traffic in Activity Centres; and
- Promoting and advertising these important modes.





## Policies

**P9 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.

**P10 All pedestrian projects will comply with a set of 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.

**P11 Monitoring and maintenance of pedestrian and cycle paths and public spaces will be increased.** This will incorporate footpaths and shared paths in Council's Asset Management System.

## Actions

**A16 Sign the International Charter for walking.** This will provide a guide for implementing and monitoring progress towards a more pedestrian-friendly environment.

**A17 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.

**A18 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.

**A19 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.

**A20 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.

**A21 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.

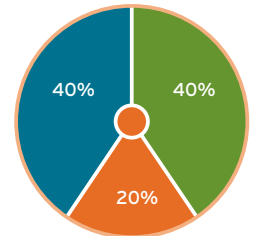
**A22 Install secure bicycle parking where it is lacking in key public destinations.** These may include shopping areas and local convenience stores.

**A23 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.

**A24 Ensure monitoring and maintenance of pedestrian and cycle paths are incorporated into Council's Asset Management System.**

## Average length of trips in Melbourne

Speech by Minister for Roads and Ports, Victorian Road Based Public Transport Advisory Council Summit, 29 August 2007



- Less than 2km
- 2km - 5km
- Greater than 5km

# THE ROAD NETWORK

Cars will continue to be the most popular form of transport for Darebin's community for some time to come. Trucks are also fundamental to the economic viability of local businesses. However, Darebin's roads are increasingly congested and the planned growth in population to the north of Darebin will further increase competition for road space.

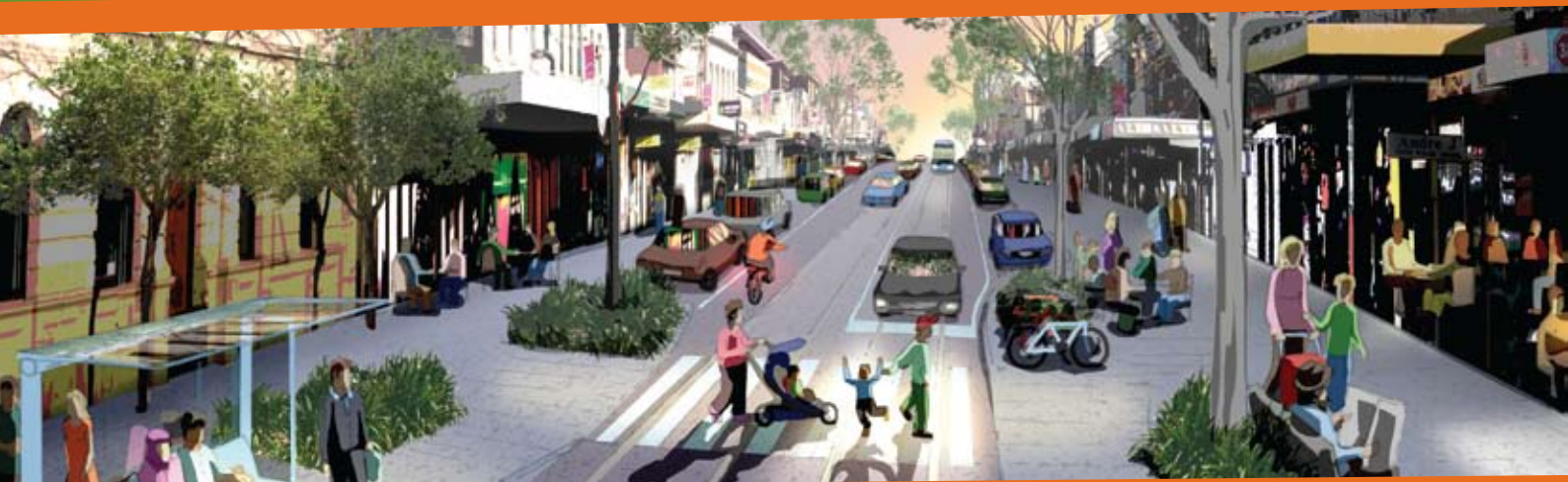
Overseas experience has shown that when "hemmed in" by developed areas on all sides, the level of traffic in urban areas eventually reaches a point where no amount of new road space can adequately cater for it. Even if there was space to build new roads or widen existing ones, each new or widened road quickly fills with additional traffic whose drivers are attracted from other, more congested roads or from public transport. There is increasing evidence that Darebin is reaching this point.

While the provision of additional public transport services will go some way towards addressing this issue, it will also be important to manage the roads to discourage increases in traffic and promote alternative modes of travel. The road network will be managed to give priority to the more sustainable modes of transport. In general, priority will be given to travel modes in the following order:

1. Pedestrians and cyclists
2. Public and community transport
3. High occupancy vehicles and taxis
4. Single occupancy vehicles
5. In addition, positive provision needs to be made for commercial vehicle serving of local centres and employment areas.

However, these priorities need to be varied to respond to local circumstances. This is particularly so on Strategic Corridors (see Key concept: Road Space Management Framework pg 18) where the movement of people and goods will generally (but not always) be given priority over pedestrians and cyclists. Priorities will also need to be varied along the length of individual roads in response to different land uses alongside.

Many businesses rely on easy access for goods delivery. If such access becomes difficult, these businesses may move elsewhere, taking their jobs with them. The continued viability of Darebin's businesses is critical to maintaining and increasing employment levels within the municipality, avoiding the need for people to travel long distances to work outside the city. Therefore, goods access must be maintained by the most appropriate means, even though this may sometimes adversely affect the amenity of surrounding streets.



“ We’ve downsized from two cars to one and I now use a bike/train combination to get to work every day. ”

Tony, 44, Northcote

## Key concept: Road Space Management Framework

Darebin has developed a Road Space Management Framework to govern the future management and enhancement of its road network. This complements the existing hierarchy of arterial, collector and local streets.

The framework identifies the following street types:

- **Strategic Corridors (Primary Arterial Streets)**—major roads that either currently or are intended in the future to provide for significant regional and local movement. Within Darebin, these include Bell Street, the St Georges Road/Spring Street/High Street corridor and the Plenty Road/Albert Street/Grange Road corridor. These roads have been identified by VicRoads as “Preferred Traffic Routes” for regional traffic movement. However, this should be measured in terms of the movement of people and freight, rather than cars and trucks. A secondary priority is the provision of safe walking and cycling in these streets.
- **Primary Multimodal Streets**—roads that form part of the Principal Public Transport Network (PPTN) and do not provide for significant regional traffic. High priority should be given to public transport in these streets, in conjunction with walking and cycling in local centres.
- **Secondary Multimodal Streets**—roads that provide for local traffic or local public transport. Priority should be given to pedestrians and cyclists in these streets. Measures to give priority to public transport may also be appropriate if it would otherwise experience significant delays.
- **Local Multimodal Streets**—local streets in activity centres, business and residential areas where priority should generally be given to pedestrians and cyclists. Measures to control traffic speeds may be appropriate in busy pedestrian areas. In Streets that provide primary access to employment areas public transport priority should also be considered. Measures to support the use of residential streets as living space (not dominated by the car) may also be appropriate in “quiet” residential streets.

The actual allocation of road space and detailed management of different road users in each street will be determined on a case-by-case basis, based on the framework set out above, local conditions and consideration of potential impacts on surrounding areas due to displacement of traffic.

The importance of convenient parking in activity centres is recognised. However, first priority for kerbside space in centres will be given to public transport stops and platforms. Council will also review the use of parking pricing to encourage high turnover of spaces in areas where shoppers need ready access to shops, or to discourage car use when alternative transport modes could provide access to busy centres.

On Strategic Corridors, parking controls or removal may be considered to maximise people movement. Public transport stops–

including bus boarders and tram platforms– should have highest priority for kerbside space on these roads.

Road safety was identified by the community as its most important objective for the DTS. While road safety has been improving in Darebin in recent years, there are still a number of blackspots and problem areas such as the St Georges Road/Merri Parade roundabout and the intersection of Separation Street and High Street in Northcote. The perception of safety also needs to improve.

## Policies

**P12 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.

**P13 Road space will be managed to give priority to sustainable modes.** See Key concept: Road Space Management Framework, page 18.

**P14 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.

## Actions

**A25 Implement the Road Space Allocation Framework.** Work with stakeholders to implement projects to reallocate road space as per the Framework. High Street, St Georges Rd, Albert St, Grange Rd and activity centres are the priorities. Actions A12 and A19 should be implemented at the same time.

**A26 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.

**A27 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.

**A28 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 a 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.

**A29 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.

**A30 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.



## City of Darebin Road Hierarchy



# EDUCATION AND MARKETING

Encouraging people to take personal responsibility for the impact of their own travel movements is a key element of a sustainable transport strategy. Darebin has implemented a range of initiatives to enable its residents, employees and businesses to make responsible transport choices. However, more can always be done to educate the community and promote more sustainable behaviour.

Darebin's community is constantly changing. Census data indicates that 28% of residents moved in the last five years. Therefore, travel behaviour change programs need to be repeated over time to influence new residents.



“ Council’s programs have got me into the routine of reducing my car use—I’ve easily halved my car use as a result. ”

Marcus, 31, Preston

## Policies

**P15 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.

## Actions

**A31 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.

**A32 Pilot and test innovative sustainable transport initiatives.** Council is open to innovative ideas and will support well-designed trials of promising ideas.

**A33 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.

**A34 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.

**A35 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.

# MAKING IT HAPPEN

The table overleaf summarises the actions required to implement the DTS and indicates their proposed timing. This includes a series of actions specifically related to implementation; shown opposite.

In order to evaluate the success of the DTS over time, a monitoring plan has been established. This contains three high level targets:

- Double the share of walking, cycling and public transport for all trips by 2027
- Double the share of walking, cycling and public transport for journey to work trips by 2027
- A reduction in accident rates on local roads equal to or greater than VicRoads' targets.

A number of other measurable goals have also been established to help track the success of the DTS over time:

- Increase the overall mode share for walking, cycling and public transport at a faster rate than the metropolitan average
- Increase the journey to work mode share for walking, cycling and public transport at a faster rate than the metropolitan average
- Reduce accident rates for cars, walking, cycling and public transport faster than the metropolitan average
- Reduce the average vehicle use in Darebin
- Increase the proportion of residents within 400m of a regular bus service and/or 800m of a tram/train service during weekdays off-peak
- Increase the proportion of residents within 400m of a regular bus service and/or 800m of a tram/train service on Sundays
- Increase the proportion of jobs within 400m of a regular bus service and/or 800m of a tram/train service during weekdays peak
- Improve the reliability of public transport services that run on arterial roads at a rate equal to or better than the metropolitan average
- Increase the absolute number of jobs in activity centres





“ A good walk to and from the train station at both ends of the day really helps keep my back mobile, it’s good exercise and I enjoy it! ”

Sandy, 47, Reservoir

- Maintain arterial road travel times and improve reliability
- Traffic on Darebin’s major local roads decreases
- Increase the number of residents who shop locally
- Increase the proportion of residents taking part in sustainable travel programs
- Increase the proportion of schools with an adopted School Travel Plan
- Number of development applications with a travel plan as a proportion of all new development applications.
- Increase the amount of annual funding received from external sources for DTS projects.

The achievement of these targets will rely on the cooperative actions of many groups, including State Government, Council, residents and businesses.

## Actions

**A36 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.

**A37 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.

**A38 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.

# IMPLEMENTATION PROGRAM

Action No.	Page No	Action	Immediate 0-2yrs	Short term 3-5yrs	Medium term 6-10yrs	Long term 11-20yrs
A1	9	Prepare and implement activity centre structure plans				
A2	9	Undertake small activity centre studies				
A3	9	Develop Integrated Travel Plan guidelines				
A4	9	Refine Travel Plan Guidelines for new developments				
A5	9	Develop activity centre urban design guidelines				
A6	9	Review the delivery of Community services				
A7	9	Advocate for development contributions for sustainable transport measures				
A8	9	Develop parking guidelines for new developments				
A9	14	Review public transport provision across Darebin				
A10	14	Advocate for public transport expansion to north of Darebin				
A11	14	Advocate for public transport links with surrounding areas				
A12	14	Explore ways to give trams and buses priority over cars				
A13	14	Improve public transport nodes and interchanges				
A14	14	Explore ways of making public transport more affordable and ease to use				
A15	14	Develop a park-and-ride strategy				
A16	16	Sign the International Charter for walking				
A17	16	Develop high quality pedestrian and cycle links				
A18	16	Review the Darebin Cycling Strategy				
A19	16	Provide priority to pedestrians and cyclists				
A20	16	Improve public lighting				



“ ... more ways must be found to give greater priority to on-road public transport to ensure faster, safer and more reliable and convenient services. ”

Meeting Our Transport Challenges—Connecting Victorian Communities  
Victorian Government, May 2006

Action No.	Page No	Action	Immediate 0-2yrs	Short term 3-5yrs	Medium term 6-10yrs	Long term 11-20yrs
A21	16	Develop pedestrian-friendly design and maintenance standards				
A22	16	Install secure bicycle parking				
A23	16	Investigate walking and cyclist issues and needs				
A24	16	Incorporate pedestrian and cycle paths into asset management system				
A25	19	Implement the road space allocation framework				
A26	19	Review the Road Safety Strategy				
A27	19	Advocate for reduced speed limits				
A28	19	Research the effects of parking				
A29	19	Develop a parking policy				
A30	19	Install parking availability information systems				
A31	22	Review behavioural change programs				
A32	22	Develop and implement innovative sustainable transport initiatives				
A33	22	Promote informed travel choices				
A34	22	Communicate & engage with residents, businesses & organisations				
A35	22	Develop and build on school travel plans				
A36	24	Establish and build on implementation partnerships				
A37	24	Review Council processes to support the DTS				
A38	24	Advocate for monitoring tools to be maintained and expanded				

# ACKNOWLEDGEMENTS

The preparation of the DTS was led by Darebin City Council. However, its development was a collaborative effort involving a number of state government departments and other stakeholders. In particular, Council would like to thank members of the Steering Group and Working Group who provided valuable guidance and input respectively.

## Steering Group

Department of Infrastructure	Jim Betts, Director, Public Transport Division John Robinson, Executive Director
Department of Sustainability and Environment	Peter Watkinson, Regional Director
Department of Victorian Communities	Prue Digby, Executive Director
VicRoads	Rob Freemantle, Regional Manager, Metropolitan North West Region Ted Vincent, Director Regional Services
Community representative	John Collins
City of Darebin	Cr Peter Stephenson, Councillor (Chair) Michael Ulbrick, CEO

## Working Group

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Applied Development Research

Metropolis Research

## ARABIC

يوضح هذا المستند إستراتيجية المواصلات في مدينة داربين؛ 2007-2027. ويحتوي المستند على موجز يوضح السياسات والاجراءات التي سيسعى مجلس المدينة إلى تطبيقها بالتعاون مع الشركاء والمساهمين. وللمزيد من المعلومات حول مضمون الاستراتيجية بلغتك، يرجى الاتصال هاتفياً على الرقم 8470 8470.

## CHINESE

這份文件是2007-2027戴瑞賓交通運輸策略。該文件簡述市議會跟其合作夥伴和利益關係者將嘗試實施和採取的政策與行動。如果你想以你的語言查詢該策略內容的詳情，請致電8470 8470。

## GREEK

Το έγγραφο αυτό αποτελεί τη στρατηγική για τις συγκοινωνίες στο Darebin, 2007-2027. Περιγράφει τις πολιτικές και ενέργειες που θα προσπαθήσει να εφαρμόσει ο Δήμος, με συνεργάτες και συμμετόχους. Αν θέλετε περισσότερες πληροφορίες για το περιεχόμενο της Στρατηγικής στη γλώσσα σας, παρακαλώ τηλεφωνήστε στο 8470 8470.

## ITALIAN

Questo documento è la Strategia per i trasporti di Darebin 2007–2027. Delinea le linee politiche e le attività che il Comune intende mettere in atto insieme a partner e soggetti interessati. Se desiderate ulteriori informazioni nella vostra lingua sul contenuto della Strategia, siete pregati di telefonare al numero 8470 8470.

## MACEDONIAN

Овој документ е Стратегија за превозот во Darebin; 2007-2027. Ги истакнува политиките и постапките кои Општината ќе ги преземе со партнерите и заинтересираните. Ако сакате повеќе информации за содржината на Стратегијата на ваш јазик јавете се на 8470 8470.

## VIETNAMESE

Đây là Sách Lược về lãnh vực chuyên chở trong địa phận Darebin; 2007-2027. Sách lược này trình bày những chính sách và công tác mà Hội Đồng Thành Phố sẽ cùng với những đối tác và những đối tượng chủ yếu cố gắng thực hiện. Nếu muốn biết thêm thông tin về nội dung Sách Lược này bằng tiếng Việt, xin gọi đến số 8470 8470.





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# **Appendix 1**

## **Review of Going Places – Darebin Transport Strategy 2007 – 2027**

### **Introduction**

It has been seven years since the release of the *Going Places - Darebin Transport Strategy 2007-2027* (DTS), during that time there have been a number of changes to local and state government policy and wider contextual developments.

In light of these changes, Darebin Council resolved to review the DTS and update its transport policies, actions and targets where necessary.

Generally the aspirations of the strategy remain current and do not need to change. Indeed, much of the State policy now aligns and supports the objectives of the DTS. This reflects the comprehensive and highly collaborative process undertaken to develop the strategy, involving the Darebin community, key State Government staff, Darebin councillors and Council staff. The Darebin community was consulted three times during the development of the strategy, resulting in over 1200 responses.

A number of policies and actions do need to be amended to reflect changes in the wider local and state government strategic environment, or where actions are now complete or need extending.

The following report presents a high level summary of the changes to each section of the DTS and forms an addendum to the existing strategy.

### **Changes to Strategic Context**

A new Municipal Strategic Statement has been adopted by Council and has been approved by the Department of Environment, Land, Water and Planning in October 2015. This incorporates the Darebin Transport Strategy into the Darebin Planning Scheme for the first time and supports the direction of the strategy. The Reservoir Structure Plan 2012–2030, Urban Renewal Strategy – High Street and Plenty Road 2011-2020, and the Darebin Housing Strategy 2013–2031 have also been adopted by Council.

A Darebin Safe Travel Strategy 2010-2015 and Darebin Cycling Strategy 2013-2018, which are key actions of the DTS, have been adopted by Council and will support the delivery of the DTS.

A whole of municipality Traffic and Transport survey was conducted in 2015 to identify community priorities for traffic management. The outcome of this survey confirmed that the DTS objectives and approach remain in line with community expectation.

At a State Government level, Plan Melbourne, Cycling into the Future 2013-2023, Smart Roads Network Operating Plan, the Transport Integration Act, Victoria's Road Safety Strategy 2013-2022, and the Metropolitan Rail Network plan have all been adopted since the DTS was prepared. The Federal Government has also released the fourth edition of the *State of Australian Cities 2014-15*, the National Road Safety Strategy 2011–2020 and the National Cycling Strategy 2011–16.

These strategies and plans have altered the transport landscape within Darebin, particularly through the delivery of the emerging Latrobe National Employment Cluster identified within Plan Melbourne. The expansion of the urban growth boundary has also increased the potential for further development to occur to Darebin's north.

The DTS has been reviewed with a view to maintaining consistency and adapting to changes to local and state government policy and wider contextual developments resulting from other policies and strategies. A full assessment of progress against delivery of the Actions and Targets, and changes that have been made to the Policies, Actions and Targets is attached as Appendix 2.

Through this review a number of the original Policies, Actions and Targets of the DTS are recommended for alteration, and a number of new items have been added. These changes have been summarised in the following sections:

## **Darebin Transport Strategy – review of content**

### ***Aspirations***

The aspirations, including vision and objectives remain valid and continue to guide Council in delivering innovative, responsible and sustainable transport outcomes for the community in line with the goals of our Council Plan and Charter of Good Governance.

An extensive internal and external consultation was carried out in the development of this strategy over 12 months in 2006 and 2007. This included over 600 responses on travel habits and transport priorities of the community and over 340 responses on the high level principles emerging from the DTS. A random sample of 200 residents was then interviewed to determine their level of agreement with the principles, aims and objectives of the Final Draft DTS. While this formed the basis of the consultation with individuals in the community, other outreach activities occurred to seek feedback from residents and stakeholders such as State Government agencies, public transport operators, user groups, disability groups, environmental groups and many more.

The outcome of this process was a document considered to be ahead of its time, and used as an example of best practice. The DTS has eight objectives that have driven the way that Darebin delivers transport to its community through the various supporting policies and actions. These objectives are:

1. To improve local and metropolitan accessibility
2. To increase the role of sustainable transport modes
3. To build new development that reduce transport demands
4. To increase social inclusion for residents
5. To improve health and environmental outcomes
6. To improve community safety
7. To integrate quality urban design, economic development and access

8. To engage stakeholders through effective communication

### ***Land Use and Development***

The incorporation of the Darebin Transport Strategy into the Darebin Planning Scheme through a revised Municipal Strategic Statement (MSS) will support future implementation of the DTS. The new MSS is anticipated for approval in late 2015. The MSS also implements the Darebin Housing Strategy 2013-2033, which anticipates that by 2031 an additional 30,300 new residents will call Darebin home. A change in demographics is also expected during this period, with an ageing of the population, and a trend toward fewer people in each dwelling.

The new MSS recognises Darebin's network of Activity Centres at Preston Central, Northland East Preston, Reservoir and Northcote, and smaller Neighbourhood Centres at Fairfield, South Preston, Summerhill Village, Thornbury Village, Westgarth Village and Lancaster Gate. It also includes the La Trobe National Employment Cluster – an emerging key employment district for the region, which includes La Trobe University and the Northland Urban Renewal Precinct. The MSS identifies the following as key issues for transport in Darebin, which align strongly with the Darebin Transport Strategy (Figure 1):

- Integration of land use and transport planning to encourage sustainable transport use and reduce car dependency and associated road congestion and parking pressures;
- Effective and efficient planning and delivery of infrastructure, including transport, essential services, community facilities, and open space to meet existing and future demand;
- Equity of transport and infrastructure investment across the municipality, particularly in areas of entrenched social disadvantage; and
- Promotion of urban renewal opportunities resulting from rail grade separation investments at Bell Street, Reservoir Junction and Grange Road.

Further to the new MSS, Council has undertaken a series of planning scheme amendments to implement the new residential zones across Darebin. The application of the zones broadly reflects the directions of the Darebin Housing Strategy and facilitates greater housing densities within walkable catchments of activity centres and public transport services.

Detailed planning scheme amendments to promote more intensive development along the St Georges Road and Plenty Road corridors have also been adopted by Council and are anticipated to be approved by the Minister by early 2016.

At a state level, *Plan Melbourne* is the Victorian Government's vision for the city to 2050, which replaces *Melbourne 2030*. It provides a vision for the future and responds to the challenges of population growth, drives economic prosperity and liveability, while protecting the environment and heritage. Similar to the Darebin MSS it identifies the La Trobe National Employment Cluster as a key employment area.

When the DTS was originally released, jobs in Darebin were declining; this is no longer the case, which places a larger demand on transport in Darebin. With strong growth in the services sector, it

can be said that Darebin continues to shift towards a post-industrial economy, which is reflected in a shift in transport demands.

Much has been achieved amongst the action items for Land Use and Development. Many of the structure plans for activity centres are complete and guidelines for travel plans have been developed. Plans for several identified strategic corridors and urban renewal precincts are currently underway.

### ***Public Transport***

Since the release of the DTS a number of public transport improvements have been achieved, including the completion of the SmartBus orbital routes, extension of the Epping train line to South Morang, and Stage 1 of the Tram Route 86 improvement project. However there are still further improvements that are needed including wider network coverage, particularly in the north of Darebin, greater connection between services and a higher frequency in services.

In 2010, the Victorian Department of Transport undertook a review of the bus services in the metropolitan area. The 2010 review aimed to simplify the bus network and ensure a 400m coverage of the bus routes. Some of the recommendations for Darebin were implemented, but in isolation, creating gaps in the network - especially in the northern part of the municipality. A continuing priority for Darebin will be the improvement in public transport connections to the north, particularly as the population of Whittlesea is predicted to increase by approximately 70% by 2031.

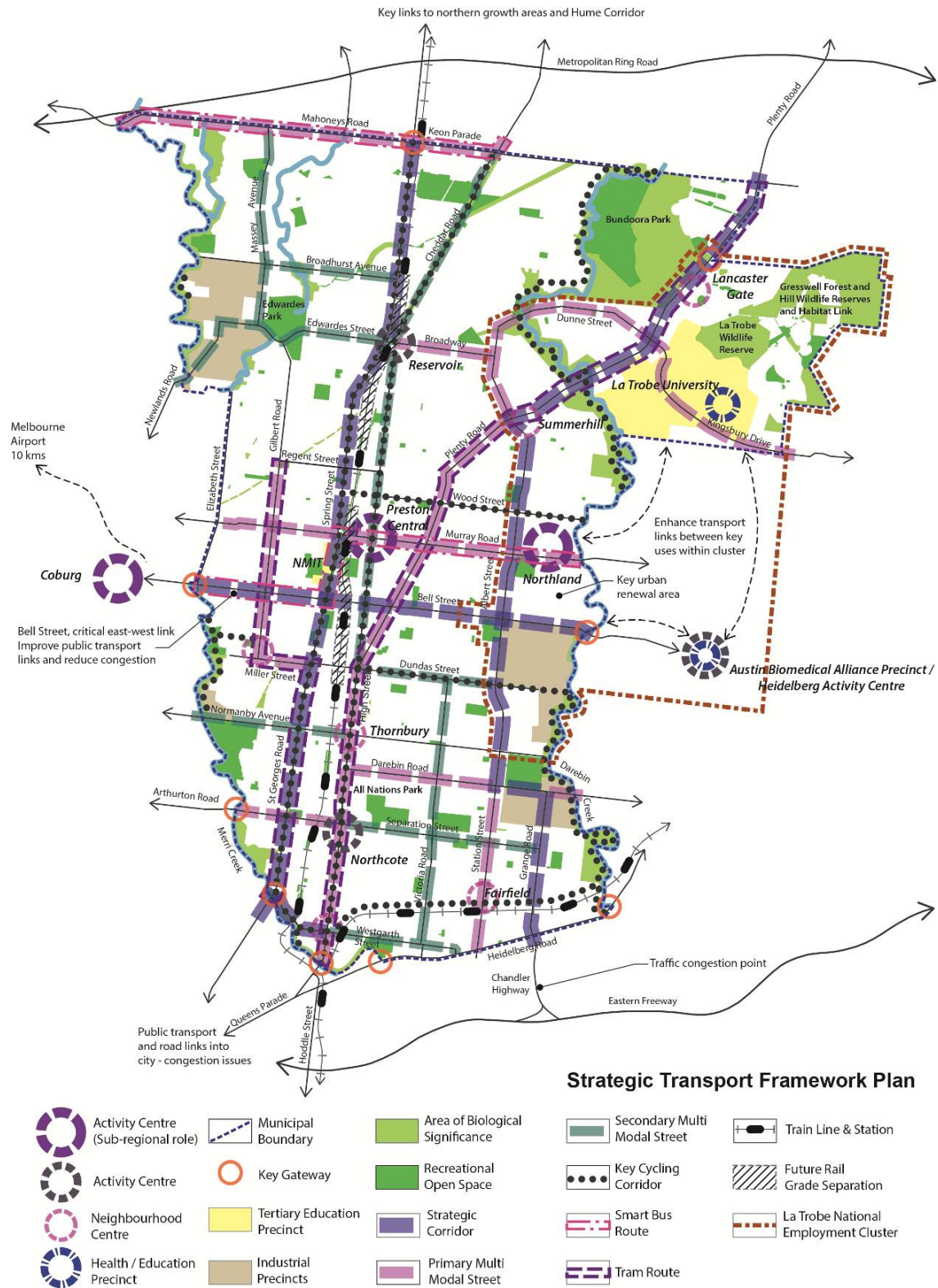
The key concept “Darebin Connections” remains the guiding framework for improvements to public transport in Darebin and Council is continuing to work with Public Transport Victoria (PTV) to achieve these aims.

Commuter park-and-ride as a strategy to improve station access and encourage increased use of public transport in Darebin is no longer supported in this strategy. Recent evidence shows it contributes to on road congestion and increasing parking at inner and middle suburban train stations incentivises people to drive. In practice this means that former non-drivers will commute part of the way by car. Examples in cities such as Adelaide, Sydney, San Francisco, Washington, Munich and Hong Kong have shown that an increase in train ridership can be achieved more effectively through transit-orientated development, improved public transport, walking/cycling access, and park and ride facilities closer to the point to origin (i.e. at the end of the train line).

A number of state government policies have been updated or introduced since the release of the DTS; particularly relevant to public transport are the Transport Integration Act (TIA) and SmartRoads Network Operating Plans (NOP). The TIA requires that the same integrated decision making framework be applied to all decisions affecting transport in Victoria, based on a balance of economic, social and environmental factors. The NOP were introduced by VicRoads to manage the competing demands of transport modes by designating a priority mode to each road at any given time of day, see section titled ‘The Road Network’ for more detail about this approach. Both these policies will impact how future decisions are made about transport improvements in Darebin.



Figure 1 Darebin Transport Map –MSS 2015



## ***Walking and Cycling***

The context and aspirations of Walking and Cycling in Darebin are still relevant, with the overarching objective being to improve the safety, attractiveness, ease of use and awareness of the walking and cycling networks. The community identified the need for safe bike paths and safe road crossings for pedestrians as their second and third highest priorities through the 2015 Traffic and Transport survey.

Some action items have been changed to reflect the completion of tasks and the fact that Darebin has recently released a Cycling Strategy (2013-2018) and are currently developing a Walking Strategy in 2016. Detailed action items specific to these two modes and complementary to the DTS are contained in these new strategies.

## ***The Road Network***

The focus for management of Darebin's road network remains unchanged, being safety, priority for sustainable modes and managing congestion. The Road Space Management Framework, which identifies a hierarchy of street types and their intended purpose in Darebin, remains the main tool for guiding the integration of land use and transport planning on the road network. Since the release of this strategy, VicRoads, in consultation with Councils, developed the SmartRoads Network Operating Plans (NOP) for each municipality, which allocate priority to different modes at certain times of day on each road. The mode allocation in Darebin's NOP is aligned with the Road Space Management Framework and both should be a consideration in any changes to Darebin's road network.

Through the 2015 Traffic and Transport survey, the community informed us that better amenity when walking and cycling; the amount of traffic travelling through their neighbourhood; vehicle speeds; and rat running were their top neighbourhood concerns. To guide future funding and prioritisation of road improvements, a new action has been introduced: to prepare and implement a traffic management strategy.

Additionally, parking control remains a key concern and a number of issues have been identified that need to be addressed within a parking strategy for Darebin.

## ***Education and Marketing***

The context of this section remains relatively unchanged since the original release of the DTS, except for a broadening of the aspirations for travel change to also encourage safer travel behaviour and a mutual respect for other road users. Over the last five years 24% of Darebin residents have moved, reflecting a changing population, which means our travel behavioural change programs need to be repeated over time to reach new residents.

## ***Making it Happen***

This section focuses on actions to support the strategy such as partnerships with stakeholders, a monitoring plan and ensuring that other Council processes and strategies are aligned with the DTS. These remain relatively unchanged. The monitoring plan uses targets to measure the success and progress of the strategy; the key changes to the targets reflect current availability of data.

## Key Outcomes of the Review

Seven years into the strategy delivery, there are a number of key Actions that have been delivered and Targets that have been met. Key outcomes of the review have been summarised below.

### *a. Key achievements*

Item No.	Original Text (2007)	Current Status	Comments	Revised Item (2015)
<b>T1</b>	Double the share of walking, cycling and public transport for all trips by 2027.	On track. Further work required	Though limited data is available, it indicates that the share of all trips made by walking, cycling and public transport in Darebin grew from 27.4% in 2007 to 31.1% in 2009. However, more recent data suggests that sustainable transport activity in Darebin is on track with an average 84% growth in bicycle volumes on St Georges Rd (2007-2014), -7% reduction on the number of entries at Darebin's train stations (2008/09 – 2013/14); and average 56% increase in patronage (2008/09 – 2011/12) on bus routes that operate in Darebin .	No change.
<b>T2</b>	Double the share of walking, cycling and public transport for journey to work by 2027.	On track. Further work required	The share of walking, cycling and public transport for journey to work increased from 28% in 2006 to 33% in 2011 <sup>1</sup> a 34% increase over a 5-year period.	No change.
<b>T7</b>	Reduce the average vehicle use in Darebin.	On track. Further work required	The number of Private vehicle kilometres travelled per person in a weekday in Darebin decreased 32% between 2007 and 2009 <sup>2</sup>	Reduce the number of private vehicle kilometre travelled in Darebin.
<b>A12</b> <b>Public Transport</b>	Explore ways of giving trams and buses greater	On track	Stage 1 of the Tram Route 86 upgrade was completed in 2012 providing tram priority in High Street, Northcote. Part time tram lanes providing tram priority on Plenty Road, Preston were implemented at the same time. Council	No change.

<sup>1</sup> Australian Bureau of Statistics, Census Journey to Work

<sup>2</sup> VISTA. These reductions can be partially explained by a change in travel behaviour towards sustainable transport modes during the financial crisis, as well as a small an increase in the average vehicle occupancy in Darebin

Item No.	Original Text (2007)	Current Status	Comments	Revised Item (2015)
	priority over cars.		continues to pursue completion of stages 2 and 3 which will improve tram priority.	
<b>A13</b> <b>Public Transport</b>	Improve public transport nodes and interchanges within Darebin	On track	<p>Improvements have been made at Preston Central, Northland, in Northcote as part of Tram Route 86 and Reservoir at streetscape level. Parkiteers have been installed at Preston and Reservoir train stations. Further improvements and master plans are planned for more pedestrian and cyclist friendly streetscapes.</p> <p>Council has car share service adjacent to Merri, Croxton and Thornbury stations and near some tram stops on Route 86 to improve accessibility.</p> <p>Council took part in the Transit for All Research Project with Melbourne University and a number of other partners to explore innovative station design, level crossing removal, and access improvements.</p>	No change.
<b>A16</b> <b>Walk &amp; Cycle</b>	Sign the International Charter for Walking	Completed	Darebin signed the International Charter for Walking in 2008. Council is building on this by developing the Walking Strategy and Principal Pedestrian Network to aid strategic delivery	Develop and finalise a Walking Strategy and Pedestrian Priority Network by June 2016
<b>A18</b> <b>Walk &amp; Cycle</b>	Review the Darebin Cycling Strategy following VicRoads' review of the Principal Bicycle Network.	Completed	A new Darebin Cycling Strategy was endorsed for 2013 - 2018. Council continues to monitor and evaluate the delivery of the Darebin Cycling Strategy, and will review the strategy in 2018.	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



Item No.	Original Text (2007)	Current Status	Comments	Revised Item (2015)
<b>A26</b> <b>Road Network</b>	Review and update the Darebin Road Safety Strategy	On track	A new Safe Travel Strategy was endorsed for 2010- 2015, this is currently under review	Review and update the Darebin Safe Travel Strategy

### ***b. Key challenges***

Item No.	Original Text (2007)	Current Status	Comments	Revised Item (2015)
<b>P4</b> <b>Land Use</b>	Travel Plans will be a condition on relevant planning permits	Further work required	Travel Plans are generally not supported by the Victorian Planning Scheme. Without this, or centralised regulation and wide acceptance of their implementation, in most cases they are not proving a useful mechanism to increase the use of sustainable transport. It is proposed that all planning permit application must consider sustainable transport options. Means to strengthen this process and sustainable travel outcomes will continue to be investigated	All planning permit applications must consider sustainable transport options
<b>P5</b> <b>Land Use</b>	The development of large sites will be required to incorporate public pedestrian and cycle links where they can contribute to a desirable through route	Further work required	Experience has shown that Council has limited options to enforce the inclusion of pedestrian links in developments on private land unless they have been identified as part of an endorsed structure plan. However, Council strongly encourages and will continue to advocate for these links as part of larger scale proposals, particularly at strategic planning stages where there is greater scope for negotiation	No change
<b>A29</b> <b>Road network</b>	Develop a parking policy for Darebin	Further work required	Initial investigations have been completed to inform the development of the strategy. In 2013 Council commissioned the mapping of parking supply and demand in Westgarth, Northcote, Fairfield, Preston and Reservoir to provide baseline data to improve parking management	No change

Item No.	Original Text (2007)	Current Status	Comments	Revised Item (2015)
<b>T6</b>	Reduce accident rates for cars, walking, cycling and public transport faster than the metropolitan average	Further work required	While the average crash rate Darebin reduced by 10% between 2007 and 2013, the rate of reduction for Metropolitan Melbourne was 13% in the same period	No change
<b>T10</b>	Increase the proportion of jobs (including people working from home) within 400m of a regular bus service and and/or 800m of a tram/train service during weekdays peak	Further work required	The number of jobs grew in Darebin. However, the proportion of jobs within public transport catchments declined, which decreases transport choice for Darebin workers. Council will continue to advocate PTV for routes that serve our community.	Increase the proportion of jobs (including people working from home) within 400m of a regular bus service and and/or 800m of a tram/train service during weekdays peak

### c. New Policies

Policy No.	New Policy	Comments	Status
<b>P8-1 Public Transport</b>	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	The Disability and Discrimination Act (DDA) stipulates that Victoria must achieve a significant increase in the number of level access stops and low-floor trams on the network by 2032. The Accessible Public Transport in Victoria Action Plan (2013-17) provides the actions and milestones to meet the 2032 target.	Ongoing
<b>P8-2 Public Transport</b>	Council supports improved public transport connections and level of service within Darebin, and to neighbouring	Historically, there has been a strong focus on improving public transport north-south into the CBD. However Council has also highlighted the importance of improving public transport connectivity within Darebin and between Darebin	Ongoing

	municipalities	and neighbouring municipalities	
<b>P8-3</b> <b>Public Transport</b>	Improve connections and access to public transport services by sustainable modes	A better integration between train, tram and bus is required, along with access to public transport by active transport	Ongoing
<b>P14-1</b> <b>Road Network</b>	Encourage freight vehicles to use appropriate roads wherever possible to avoid the municipal road network	Freight is very important to Victoria's economy but it also represents a challenge for the operation and maintenance of the local road network	Ongoing

#### ***d. New or changed Actions***

Action No.	Original text (2007)	New or Changed Action	Comments	Status
<b>A8-1</b> <b>Land Use</b>		Encourage opportunities for mixed use development around railway stations and improve bus, tram, walking and cycling accessibility in these areas	The need for a new action has been identified to support Policy 2, to increase housing density close to "higher order" public transport	New
<b>A8-2</b> <b>Land Use</b>		Support mechanisms to increase private investment in transport infrastructure in Darebin	There are financial and political limitations to the funding of transport infrastructure in Darebin. There are, however, opportunities to explore alternative funding strategies or value capture strategies that could help deliver integrated transport solutions while ensuring positive outcomes for Council	New
<b>A15</b> <b>Public Transport</b>	Develop a commuter Park-and-Ride strategy for Darebin		Evidence shows that provision of Park and Ride facilities negatively affect passenger behaviour encouraging driving to the railway stations: Removed reference to Park and Ride as not viewed as appropriate for Darebin	Removed
<b>A27</b>	Advocate for reduced speed limits in high	Advocate for reduced speed limits in	This action referred to the need to advocate for reduced speed limits	Changed

Action No.	Original text (2007)	New or Changed Action	Comments	Status
<b>Road Network</b>	pedestrian areas	residential zones and activity centres to reduce the risk to road users and promote safer walking and cycling conditions	in high pedestrian areas. However, it is recommended to expand this action to include residential zones	
<b>A30-1 Road Network</b>		Prepare and implement a Traffic Management Strategy taking into account the Darebin SmartRoads Network Operating Plan and Victoria's Transport Integration Act	The majority of trips in and through Darebin are still undertaken by private motor car. Given the level of development in and surrounding Darebin, it is expected that some additional traffic volumes will use local and arterial road networks.  Council is developing a balanced and evidence based approach to managing traffic on the local road network	New
<b>A35 Education &amp; Marketing</b>	Develop and build on successful school travel plans	Develop and build on successful active travel programs for students	Council is exploring new ways to engage schools, parents and children in walking and cycling to school other than School Travel Plans	Changed

### ***e. New or changed Targets***

Target No.	Original text (2007)	New or Changed Target	Comments	Status
<b>T7</b>	Reduce the average vehicle use in Darebin	Reduce the number of private vehicle kilometre travelled in Darebin	Vehicle Kilometre Travelled (VKT) is a more appropriate metric to gauge vehicle use.	Changed
<b>T10</b>	Increase the proportion of jobs within 400m of a regular bus service and and/or 800m of a tram/train service during weekdays peak	Increase the proportion of people working from home, and of jobs within 400m of a regular bus service and and/or 800m of a tram/train service during weekdays peak	There is a growing trend relative to telework and working from home, reducing the need for people to travel	Changed

Target No.	Original text (2007)	New or Changed Target	Comments	Status
T13	Maintain arterial road travel times and improve reliability		Recent changes in State policy have shifted the focus to moving people instead of solely reducing travel times. Reliability of public transport is measured in Target 11. This approach is in line with the principles of the Darebin Transport Strategy	Removed
T16	Increase the proportion of residents taking part in sustainable travel programs	Increase the proportion of respondents who rate Council's performance at 6 or more on a 10 point scale in information and promoting cycling and walking	The Going Places Program which was Darebin's flagship sustainable transport program is no longer running and it is difficult to measure participants in other initiatives at Darebin. The mode share target tracked through Census and VISTA data may give some indication of how successful the programs are but there is no certainty that the programs have led to an increase in sustainable transport mode share. A more relevant target has been taken from the cycling strategy tracking the rating residents give to Council when promoting sustainable transport in Darebin	Changed
T20		Install 10 car share bays in Darebin per year	Car share can have a positive effect on reducing unnecessary vehicle trips and contributes to delaying the purchase of a second car	New
T21		Increase the proportion of residents living within 400m of Activity Centres, train, trams, and SmartBus corridors	The effective implementation of land use and transport policies in the DTS will assist in achieving greater densities within and close to activity centres and high order public transport. This target is crucial in monitoring this policy and in line with the MSS.	New



***Summary of Policies, Actions and Targets***

Item No	Current Status	Revised Item
P1	On target - ongoing	No change
P2	On target - ongoing	No change
P3	On target - ongoing	Revised Policy
P4	On target - ongoing	Revised Policy
P5	On target - ongoing	No change
P6	On target - ongoing	No change
A1	On target - ongoing	No change
A2	On target - ongoing	No change
A3	Completed 2007	Revised Action
A4	Completed 2005	Revised Action
A5	On target - ongoing	No change
A6	On target - ongoing	No change
A7	Complete	No change
A8	On target - ongoing	No change. Incorporated into Action Item A29
New Action A8-1	N/A	New Action
New Action A8-2	N/A	New Action
P7	On target - ongoing	No change
P8	On target - ongoing	No change. Policy moved to the Road Network section.
New Policy P8-1	N/A	New Policy
New Policy P8-2	N/A	New Policy
New Policy P8-3	N/A	New Policy
A9	On target - ongoing	No change
A10	On target - ongoing	No change
A11	On target - ongoing	No change
A12	On target - ongoing	No change
A13	Further work	No change
A14	Further work	No change
A15	No longer supported	Removed Action
P9	On target - ongoing	No change
P10	On target - ongoing	No change
P11	On target - ongoing	No change
A16	Completed	Revised Action
A17	On target - ongoing	No change
A18	Completed	Revised Action
A19	On target - ongoing	No change
A20	On target - ongoing	No change
A21	On target - ongoing	No change
A22	On target - ongoing	No change
A23	On target - ongoing	No change
A24	On target - ongoing	No change
P12	On target - ongoing	No change

Item No	Current Status	Revised Item
P13	On target - ongoing	No change
P14	On target - ongoing	No change
New Policy P14-1	N/A	New Policy
A25	On target - ongoing	No change
A26	Completed	Revised Action
A27	On target - ongoing	Revised Action
A28	On target - ongoing	No change. Incorporated into Action Item A29
A29	Further work	No change
A30	Further work	No change. Incorporated into Action Item A29
New Action A30-1	N/A	New Action
P15	On target - ongoing	No change
A31	On target - ongoing	No change
A32	On target - ongoing	No change
A33	On target - ongoing	No change
A34	On target - ongoing	No change
A35	Further work	Revised Action
A36	On target - ongoing	No change
A37	On target - ongoing	No change
A38	On target - ongoing	No change
T1	On target - ongoing	No change
T2	On target - ongoing	No change
T3	On target - ongoing	No change
T4	On target - ongoing	No change
T5	On target - ongoing	No change
T6	Behind target - ongoing	No change
T7	On target - ongoing	Revised target
T8	Further work	No change
T9	Further work	No change
T10	Further work	Revised target
T11	On target - ongoing	No change
T12	On target - ongoing	No change
T13	N/A	Removed target
T14	Not measured	Revised target
T15	Behind target - ongoing	No change
T16	Behind target - ongoing	Revised target
T17	N/A	Removed target
T18	N/A	Removed target
T19	On target - ongoing	No change
New Target T20	N/A	New Target
New Target T21	N/A	New Target

## Darebin Transport Strategy Review

Reporting on Policies, Actions and Targets

### Land Use and Development

#### Policies

Policy No.	Original Policy (2007)	Current Status / Comment (2015)	Revised Policy (2015)
P1	<b>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.</b> This will reduce the need for people to drive to them and enable multiple purpose trips.	<p><i>Plan Melbourne</i> changed the categorisation of activity centres. All former Principal and Major Activity Centres are now referred to as activity centres.</p> <p><i>Plan Melbourne</i> included a new category of National Employment Clusters, including the emerging La Trobe National Employment Cluster</p> <p>It will be important to ensure that the “Emerging La Trobe National Employment Cluster”, including Northland Activity Centre is well served by public transport and non-motorised modes of transport.</p>	No change
P2	<b>Greater housing densities will be encouraged within and close to activity centres and “higher order” public transport.</b> This will reduce the need for their residents to travel by car.	<p>A number of new planning policies have been developed which support the implementation of this policy:</p> <p>The Darebin Housing Strategy 2013 – 2033 has been adopted.</p> <p>A new Municipal Strategic Statement (MSS) and a series of amendments to implement the new residential zones (generally in accordance with the Housing Strategy) across Darebin have been adopted by Council and are currently being reviewed for approval by State Government.</p> <p>Planning scheme amendments to implement the St Georges Road Land Use and Urban Design Framework and Plenty Road Land Use and Urban Design Framework into the Planning Scheme through new zones and design controls</p>	No change

Policy No.	Original Policy (2007)	Current Status / Comment (2015)	Revised Policy (2015)
		<p>have also been adopted and anticipated for approval in the near future.</p> <p>Gilbert Rd Corridor Built Form Guidelines are being developed for implementation via a future planning scheme amendment.</p> <p>The “Emerging La Trobe Employment Cluster” provides an opportunity to implement this policy, but it is important that Centre is well served by public transport and non-motorised modes of transport.</p>	
P3	<b>Integrated Travel Plans (ITPs) will be required as part of planning permit applications for significant developments.</b> 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.	<p>Under the Planning Scheme ITPs are required for large developments in Priority Development Zones. However, there is value in expanding this requirement to other zones including development areas in the Planning Scheme for all significant developments. This falls within the existing Policy.</p> <p>Council will need to review and develop guidelines for when these should be prepared (e.g. for what size development) and what the ITP's should contain as per action A3. Council should also advocate for a consistent State-wide approach to how sustainable transport can be best facilitated in new developments</p>	<b>Sustainable transport will be facilitated in new developments through ITP, or new mechanisms as developed at a State level</b>
P4	<b>Travel Plans will be a condition on relevant planning permits.</b> 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.	<p>Further work required.</p> <p>Travel Plans are generally not supported by the Victorian Planning Scheme. Without this, or centralised regulation and wide acceptance of their implementation, in most cases they are not proving a useful mechanism to increase the use of sustainable transport. It is proposed that all planning permit application must consider sustainable transport options. Means to strengthen this process and sustainable travel outcomes will continue to be investigated.</p>	<b>All planning permit applications must consider sustainable transport options.</b> 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.

Policy No.	Original Policy (2007)	Current Status / Comment (2015)	Revised Policy (2015)
P5	<b>The development of large sites will be required to incorporate public pedestrian and cycle links where they can contribute to a desirable through route.</b>	Further work required.  Experience has shown that Council has limited options to enforce the inclusion of pedestrian links in developments on private land unless they have been identified as part of an endorsed structure plan. However, Council strongly encourages and will continue to advocate for these links as part of larger scale proposals, particularly at strategic planning stages where there is greater scope for negotiation	No change
P6	<b>New development will be required to contribute to a safe, attractive and comfortable pedestrian environment in abutting streets and public open spaces.</b> 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.	Studies supporting this approach have been completed in the following local centres: St Georges Road Land Use and Urban Design Framework, Plenty Road Land Use and Urban Design Framework, , Junction Urban Masterplan, Northcote Streetscape Masterplan, Reservoir Streetscape Masterplan  Gilbert Rd Corridor Built Form Guidelines are under development	No change.

## Actions

Action No.	Original Action Item (2007)	Current Status / Comment (2015)	Revised Action Item (2015)
A1	<b>Prepare structure plans for Darebin's activity centres.</b> 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	Ongoing  The Reservoir Structure Plan - August 2012-2030 has now been prepared.  The Northland Structure Plan and the Emerging La Trobe National Employment Cluster (NEC) are currently under development. According to <i>Plan Melbourne</i> La Trobe NEC	No change



Action No.	Original Action Item (2007)	Current Status / Comment (2015)	Revised Action Item (2015)
	amenity of train stations and other public transport nodes, improving pedestrian and cycle links, enhancing pedestrian amenity and managing car parking.	includes Northland, Latrobe University and the Austin Hospital.  Initial investigations into Fairfield Neighbourhood Centre and surrounds are currently underway.	
A2	<b>Undertake studies of Darebin's small activity centres, and the housing surrounding them, to investigate ways to support greater local living.</b> 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.	Ongoing.  Studies have been completed in the following local centres: St Georges Road Land Use and Urban Design Framework, Plenty Road Land Use and Urban Design Framework, and Oakover Village Transport Study have been prepared.  Gilbert Rd Corridor Built Form Guidelines are under development  Studies of local shopping precincts along: St Georges Road, at Preston Central Eastern Edge, Tyler Street, Summerhill Village, Lancaster Gate Regent Village, Miller on Gilbert. Neighbourhood Action Plans have been completed in for Preston East, Walker Street in Northcote and East Reservoir, these support inclusion and access for these areas. Upgrade of small retail centres throughout Darebin continues. Audit planned for 2015/2016 to understand progress and needs moving toward the future.	No change.
A3	<b>Prepare guidelines for Integrated Transport Plans (ITPs).</b> 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.	Requires reviewing to reflect best practise and changes in strategic framework in Victoria.  In order to respond to the policy statement (P3) Council would need to review and develop guidelines for when ITPs should be prepared (e.g. for what size development), what the ITP's should contain and how they should be monitored.	<b>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.</b>  Continue to implement and refine planning policies that support pedestrian, bicycle and public transport use through and in new developments.

Action No.	Original Action Item (2007)	Current Status / Comment (2015)	Revised Action Item (2015)
A4	<b>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.</b> Reference to the guidelines should be included in the Planning Scheme where appropriate.	Completed in 2005  Requires reviewing to establish if provides a viable means of supporting pedestrian, bicycle and public transport use in new developments, or if there are other means of achieving this outcome.	<b>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.</b> Continue to implement and refine planning policies that support pedestrian, cycle and public transport use through and in new developments.
A5	<b>Prepare urban design guidelines for activity centres in Darebin.</b> 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.	Urban Renewal Strategy for High Street and Plenty Road 2011- 2020, and Junction Urban Masterplan have been prepared. JUMP implementation is planned for 2015/2016 and beyond.  St Georges Road Land Use and Urban Design Framework and Plenty Road Land Use and Urban Design Framework have been prepared.  Gilbert Rd Corridor Built Form Guidelines are under development  Reservoir Streetscape Masterplan has been completed and implementation will occur over the next few financial years. Proposed master plan for High Street Thornbury for 2015/2016 (pending budget process).  Guideline documents such as Green Streets Streetscape Strategy, Urban Forest Strategy and Open Space Strategy have been developed.  Signage Strategy for whole of Darebin under development Further work has been done with Northcote, Preston and Reservoir Structure Plans. Northland Urban Renewal Precinct Design Code will also assist in development of urban design guidelines.	No change

Action No.	Original Action Item (2007)	Current Status / Comment (2015)	Revised Action Item (2015)
A6	<b>Review the potential for community services to be delivered more locally.</b> 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.	<p>Services already exist for a broad range of the community; however ongoing review is required to consider the changing demographic of the community.</p> <p>The following important community facilities have been improved or constructed since 2007: Reservoir Neighbourhood House, North East Community Hub, Keon Park Children's Hub. These provide local services to communities in the north. The new Reservoir Library will also provide improved services to this community.</p> <p>The 2014 Darebin Community Jury recommended that Council invest in the construction of a new Neighbourhood House in East Preston. Neighbourhood Action Plans have been completed in for Preston East, Walker Street in Northcote and East Reservoir, these support inclusion and access for these areas.</p> <p>Co-location of services has been implemented in Neighbourhood Houses in Darebin as well as at the Northland Youth Centre. Darebin is working with the Department of Human Services to explore a new service model in their facilities at Whitelaw St, East Reservoir.</p>	No change.
A7	<b>Advocate for developer contributions to be allocated to sustainable transport measures.</b> These may include bus shelters, signage, footpath widening and special paving for the mobility-impaired.	Darebin's previous Developer Contribution Plan has expired and Council is currently investigating the creation of a new DCP.	No change
A8	<b>Prepare parking guidelines for new developments.</b> 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	To be undertaken as part of the development of a parking strategy.	No change. Incorporated into Action Item A29

Action No.	Original Action Item (2007)	Current Status / Comment (2015)	Revised Action Item (2015)
	design guidelines to minimise the visual impact and enhance the pedestrian amenity of car parks.		
New Action A8-1		The need for a new action has been identified to support Policy 2, to increase housing density close to “higher order” public transport.	<b>Encourage opportunities for mixed use development around railway stations and improve bus, tram, walking and cycling accessibility around them.</b>
New Action A8-2		There are financial and political limitations to the funding of transport infrastructure in Darebin. There are, however, opportunities to explore alternative funding strategies or value capture strategies that could help deliver integrated transport solutions while ensuring positive outcomes for Council	<b>Support mechanisms to increase private investment in transport infrastructure in Darebin.</b>

## Public Transport

### Policies

Policy No.	Original Policy (2007)	Current Status / Comment (2015)	Revised Policy (2015)
P7	<b>Road-based public transport will be given priority over single occupant vehicles where possible.</b>	Implemented in line with VicRoads SmartRoads Network Operating Plans.	No change.
P8	<b>Council will address queries regarding traffic speeds/volumes and on-street parking issues in accordance with its standards and current best practice.</b> Education encouragement and enforcement solutions are preferred to engineering treatments.	This is more relevant to the Road Network section of the DTS.	No change. Policy moved to the Road Network section.
New Policy P8-1		The Disability and Discrimination Act (DDA) stipulates that Victoria must achieve a significant increase in the number of level access stops and low-floor trams on the network by 2032. The Accessible Public Transport in Victoria Action Plan (2013-17) provides the actions and milestones to meet the 2032	<b>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.</b>

Policy No.	Original Policy (2007)	Current Status / Comment (2015)	Revised Policy (2015)
		target.	
New Policy P8-2		Historically, there has been a strong focus on improving public transport north-south into the CBD. However Council has also highlighted the importance of improving public transport connectivity within Darebin and between Darebin and neighbouring municipalities.	<b>Council supports improved public transport connections and level of service within Darebin, and to neighbouring municipalities.</b>
New Policy P8-3		Better integration between train, tram and bus is required, along with access to public transport by active transport modes.	<b>Improve connections and access to public transport services by sustainable modes.</b> This includes access by walking, cycling and proximity to car share vehicles.

### Actions

Action No.	Original Action Item (2007)	Current Status / Comment (2015)	Revised Action Item (2015)
A9	<b>Review public transport provision in Darebin in line with the “Darebin Connections” framework.</b> 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.	<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. Public Transport Victoria (PTV) is currently developing an On-Road Public Transport Plan which will spell out their approach to providing Bus and Tram services.</p> <p>Council has provided input to PTV’s development of the <i>On-Road Public Transport Plan</i> and the <i>Rail Network Development Plan</i>.</p> <p>Council should continue to work with Public Transport Victoria for improved public transport service coverage and frequency in line with the “Darebin Connections” framework, including the completion of gaps in the bus network in the northern areas of Darebin.</p>	No change.



Action No.	Original Action Item (2007)	Current Status / Comment (2015)	Revised Action Item (2015)
A10	<p><b>Expand and upgrade public transport services to growth areas north of Darebin.</b> 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.</p>	<p>Ongoing.</p> <p>South Morang rail extension was completed in 2011/12 and Darebin is supporting the City of Whittlesea's campaign to extend this to Mernda. This remains important with the strong population growth expected in the City of Whittlesea in the next 10 years.</p> <p>In July 2013 Council expressed its support for advocacy for the prioritisation of funding and delivery of the projects included in the <i>Rail Network Development Plan</i> including the proposal for future higher train frequency on the South Morang Rail, and a rail extension to Mernda.</p> <p>The network of premium orbital SmartBus routes was extended to service Darebin between 2009 and 2010. The 903 and 902 services expanded public transport to the north of Darebin.<sup>1</sup></p> <p>SmartBus services run more often and for longer hours than most bus services.</p> <p>SmartBus services are currently under review.</p>	No change
A11	<p><b>Introduce additional public transport services linking Darebin to surrounding areas.</b> 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.</p>	<p>Council advocated for the extension of Tram 11 (former Tram Route 112) in 2010 and continues to advocate for Grade Separations at Reservoir and Bell Stations to support higher frequency public transport.</p> <p>Council has provided input to Public Transport Victoria's (PTV) <i>On-Road and Rail Network Development Plans</i>. This included advocacy for bus services that connect key destinations in</p>	No change

<sup>1</sup> SmartBus has been designed to complement Melbourne's radial train and tram network by providing 'cross-town' connections to train stations, tram lines, schools, universities, hospitals, shopping centres. Services run along major arterial roads, making journey times shorter and journeys more direct for passengers.

Action No.	Original Action Item (2007)	Current Status / Comment (2015)	Revised Action Item (2015)
		Darebin and in Moreland, Banyule, Whittlesea and Hume.  Effective public transport connections also need to be developed as part of the emerging La Trobe National Employment Cluster.	
A12	<b>Explore ways of giving trams and buses greater priority over cars.</b> 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.	Stage 1 of the Tram Route 86 upgrade was completed in 2012 providing tram priority in High Street, Northcote. Part time tram lanes providing tram priority on Plenty Road, Preston were implemented at the same time. Council continues to pursue completion of stages 2 and 3 which will improve tram priority.	No change.
A13	<b>Improve public transport nodes and interchanges within Darebin.</b> 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.	Council will continue to advocate for improvements to public transport nodes and interchanges within Darebin.  Responsibility for stations and public transport stops is held by Public Transport Victoria or the relevant service provider. Council has limited ability to influence decisions at these locations. Improvements have been made at Preston Central and Northland, and parkiteers have been installed at Preston and Reservoir train stations. Further improvements are planned at Reservoir Station and La Trobe University.  Council has car share service adjacent to Merri, Croxton and Thornbury stations and near some tram stops on Route 86 to improve accessibility.  PTV has outlined its intention to improve integration between modes through the Rail Network Development Plan. Council took part in the <i>Transit for All</i> Research Project with Melbourne University and a number of other partners to explore innovative station design, level crossing removal, and access improvements.	No change.

Action No.	Original Action Item (2007)	Current Status / Comment (2015)	Revised Action Item (2015)
A14	<b>Explore ways of making public transport more affordable and easier to use.</b> 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.	<p>Council has limited capacity to improve the usability of public transport. Instead Council works to influence and to advocate to the State Government agencies and transport operators for prioritise funding of public transport investments; better provision of public transport services; and passenger information and services. Council also present proposals to State Agencies requesting improvements in existing services that could benefit Darebin residents.</p> <p>From January 2015 PTV introduced changes fares: a free trams zone in the CBD, and travel in zones 1+2 for the price of zone 1 fare (if travelling in zone 2, passenger can still get the cheaper zone 2 fare).</p> <p>Council has advocated to the Victorian Government for better passenger communication and information systems to provide passengers with accurate travel time information.</p> <p>Council is participating in the Bike On Buses (BOB) Trial in 2015 to assess the option of installing bike racks on buses. Secure bike parking Parkiteers have been installed at Preston and Reservoir train stations in partnership with PTV.</p> <p>Council took part in the Transit for All Research Project with Melbourne University and a number of other partners to explore innovative station design and access improvements.</p>	No change.
A15	<b>Develop a commuter Park-and-Ride strategy for Darebin.</b> 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.	Evidence shows that provision of Park and Ride facilities negatively affect passenger behaviour encouraging driving to the railway stations: Removed reference to Park and Ride as not viewed as appropriate for Darebin.	Action removed.

## Walking and cycling

### Policies

Policy No.	Original Policy (2007)	Current Status / Comment (2015)	Revised Policy (2015)
P9	<b>Pedestrian needs and safety outcomes will be considered in all transport infrastructure upgrades and road works.</b> 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.	Since the release of the DTS in 2007 the Road Management Plan and the Australian Standards have been updated to reflect pedestrian needs and safety requirements.	No change
P10	<b>All pedestrian projects will comply with a set walking design and maintenance standards to be developed by Council.</b> This will apply to both Council and private projects, and be focused on safety and accessibility, among other criteria.	Since the release of the DTS in 2007 the Road Management Plan and the Australian Standards have been updated to reflect pedestrian needs, safety requirements and maintenance requirements.	No change
P11	<b>Monitoring and maintenance of pedestrian and cycle paths and public spaces will be increased.</b> This will incorporate footpaths and shared paths in Councils Asset Management System.	In 2013 Council included shared paths into Council's Road Management Plan. Monitoring and maintenance is now undertaken in line with this Plan. In 2012 Council completed a Condition Assessment of footpaths and roads (which included on-road bicycle facilities).	No change

### Actions

Action No.	Original Action Item (2007)	Current Status / Comment (2015)	Revised Action Item (2015)
A16	<b>Sign the International Charter for Walking.</b> This will provide a guide for implementing and	Completed.	<b>Develop and Finalising a Walking Strategy and Pedestrian Priority Network by June</b>

Action No.	Original Action Item (2007)	Current Status / Comment (2015)	Revised Action Item (2015)
	monitoring progress towards a more pedestrian-friendly environment.	Darebin signed the International Charter for Walking in 2008. Council is building on this by developing a Walking Strategy and Principal Pedestrian Network to aid strategic delivery	<b>2016.</b> Monitor and evaluate the delivery of the Strategy annually.
A17	<b>Develop high quality key pedestrian and cycle links across Darebin.</b> 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.	Ongoing  Improvements to cycling links are managed through the Darebin Cycling Strategy, completed in 2013. An Action Plan for pedestrian improvements was finalised in 2009, and is largely complete. Future works will be managed through a new Walking Strategy.	No change
A18	<b>Review the Darebin Cycling Strategy following VicRoads' review of the Principal Bicycle Network.</b> 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.	Completed.  A new Darebin Cycling Strategy was endorsed for 2013 - 2018. Council continues to monitor and evaluate the delivery of the Darebin Cycling Strategy, and will review the strategy in 2018.	<b>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.</b>
A19	<b>Increase pedestrian and cycle priority over vehicles within activity centres and along local streets.</b> 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.	Ongoing.  This is an ongoing consideration in all capital works projects.	No change



Action No.	Original Action Item (2007)	Current Status / Comment (2015)	Revised Action Item (2015)
A20	<b>Improve public lighting.</b> 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.	Ongoing  In 2013 Council liaised with energy providers to improve the street lighting along key local roads and around main destinations in Westgarth and Dundas Street in Thornbury. This is an ongoing activity.	No change
A21	<b>Develop pedestrian-friendly design and maintenance standards.</b> 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.	Ongoing  Since the release of the DTS in 2007 the Road Management Plan and the Australian Standards have been updated to reflect pedestrian needs, safety requirements and maintenance requirements. In addition to these National and State guidelines, a number of new Darebin policies including the Footpath Activities Policy, the Vehicle Crossing Policy, and Council's Road Management provide local context and guidance.  In 2013 Council included shared paths into Council's Road Management Plan. Monitoring and maintenance is now undertaken in line with this Plan.	No change
A22	<b>Install secure bicycle parking where it is lacking in key public destinations.</b> These may include shopping areas and local convenience stores.	Ongoing.  Council continues to install on-street cycle parking and has partnered with PTV to install Parkiteers at railway stations in Darebin. Currently there are secured Parkiteers at Preston and Reservoir Stations. Bike hoops have been installed across the municipality averaging 70 per year. In addition, four new bike corrals have been installed at Miller Street, Preston; Railway Place and Gilles Street, Fairfield; and Mason Street, Northcote.	No change
A23	<b>Better understand walking and cyclist issues and needs.</b> This can be achieved in a number of ways, including surveys, analysing accident data and encouraging cyclists to report	Ongoing  In 2009 Council commissioned the Walking Strategy Technical Report to identify the list of projects that can be delivered to	No change

Action No.	Original Action Item (2007)	Current Status / Comment (2015)	Revised Action Item (2015)
	concerns.	<p>improve pedestrian amenity and accessibility in activity centres and transit stops. An update of this report and the development of a Pedestrian Priority Network (PPN) is expected to be completed in 2015. Council has actively participated in metropolitan forums to investigate better techniques to continuously investigate walking and cycling issues.</p> <p>In 2012 Council set up the Darebin Bicycle Advisory Committee to seek community feedback and provide advice on cycling issues.</p>	
A24	<b>Ensure monitoring and maintenance of pedestrian and cycle paths are incorporated into Council's Asset Management System.</b>	<p>Ongoing</p> <p>In 2012 Assets Management commissioned a condition assessment of Council's off-road bike facilities and trails for inclusion into Council's Asset Management System. A similar process was completed for footpaths and roads.</p> <p>In 2013 Council included shared paths into Council's Road Management Plan. Monitoring and maintenance is now undertaken in line with this Plan.</p>	No change

## The Road Network

### Policies

Policy No.	Original Policy (2007)	Current Status / Comment (2015)	Revised Policy (2015)
P12	<b>No new roads will be built or existing roads widened to provide for single-occupant vehicles.</b> Road space will be managed to facilitate improved public transport services,	<p>Ongoing</p> <p>Council continues to work with State and Federal agencies to support effective use of the existing transport network.</p>	No change

Policy No.	Original Policy (2007)	Current Status / Comment (2015)	Revised Policy (2015)
	improve safety, provide high occupancy lanes or provide local access.		
P13	<b>Road space will be managed to give priority to sustainable modes.</b> See Key Concept: Road Space Management Framework, page 18.	Ongoing  Council continues to work with State and Federal agencies to support effective use of the existing transport network.	No change
P14	<b>Residential streets surrounding activity centres will be monitored for spillover parking and enforcement of parking controls.</b> Parking control enforcement should be consistent in order to act as a travel demand management tool.	Ongoing  In a 2012/2013 Council undertook research into the parking supply and demand in five activity centres in Darebin: Northcote, Preston, Westgarth, Fairfield and Reservoir. The research identified that, as expected, parking demand within activity centres along High St is high, but sufficient. At this point the impacts from spillover parking are minimal. Council will continue to monitor and explore parking behaviour and means (PODS, paid parking, etc.) to best manage parking demand.	No change
P8	<b>Council will address queries regarding traffic speeds/volumes and on-street parking issues in accordance with its standards and current best practice.</b> Education encouragement and enforcement solutions are preferred to engineering treatments.	Ongoing  Standard processes have been developed to ensure consistency and adherence with best practice regarding traffic speeds/volumes and on-street parking issues.  New assessment criteria for prioritising Darebin's precincts for Local Area Traffic Management (LATM) improvements are being investigated. These improvements would support greater local living through improved conditions for walking, cycling, and public transport.  Education, encouragement and enforcement solutions including Drive With Your Heart, Not So Fast and regular communication with police are ongoing.	This policy originally sat under the heading of <i>Public Transport</i> , however, it is more relevant to this section.  No change

Policy No.	Original Policy (2007)	Current Status / Comment (2015)	Revised Policy (2015)
New Policy P14-1		Freight is very important to Victoria's economy but it also represents a challenge for the operation and maintenance of the local road network.	Encourage freight vehicles to use appropriate roads wherever possible to avoid the municipal road network

### Actions

Action No.	Original Action Item (2007)	Current Status / Comment (2015)	Revised Action Item (2015)
A25	<b>Implement the Road Space Allocation Framework.</b> 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.	<p>Ongoing.</p> <p>Road space allocation is regularly considered as part of the Capital Works program. VicRoads' SmartRoads framework is also considered in these projects.</p> <p>Some examples of recent road space re-allocation on main roads are the tram route 86 upgrade project in High St, Northcote; re-claiming the Cheddar Road slip lane in Reservoir as part of the Reservoir Structure Plan and the potential re-claiming of the Oakover Road slip lane in High St, Preston as part of the Junction Master Plan.</p> <p>Council has also used the road space allocation framework to manage collector roads:</p> <ul style="list-style-type: none"> <li>• Wood Street: marking of parking bays and removing the centre-line with good outcomes for safer speeds</li> <li>• Raglan St: marked parking and bicycle lanes</li> <li>• Broadway: marked parking and bicycle lanes</li> <li>• Intersection of Laurel St and Holly St - raised intersection</li> <li>• Cramer St: removal of parking and introduction of a wide median and bike lane</li> </ul>	No change

Action No.	Original Action Item (2007)	Current Status / Comment (2015)	Revised Action Item (2015)
A26	<b>Review and update the Darebin Road Safety Strategy.</b> 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.	On track. A new Safe Travel Strategy was endorsed for 2010- 2015, this is currently under review.	<b>Review and update the Darebin Safe Travel Strategy.</b> 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.
A27	<b>Advocate for reduced speed limits in high pedestrian areas.</b> This will include the introduction of 40km/h or lower limits within activity centres including main roads that pass through centres.	Council continuously advocates for speed reduction that will improve road safety in key destinations and local areas. In 2013/14 VicRoads conducted a review of the speed limit guidelines and is supportive of speed limit reductions in many of Darebin's activity centres and local roads from 60kmh to 50 km/h and 40kmh. Local roads speed limit change from 50 km/h to 40 kmh: Summer State (Network of streets in the south-west corner of City of Darebin) Council also achieved the reduction in the speed limit from 60 Km/h to 50 Km/h in the following roads. <ul style="list-style-type: none"> <li>• Dunne Street between Bolderwood Parade to Plenty Road</li> <li>• Hughes Parade between Mahoneys Road and High Street</li> <li>• Massey Avenue between Hughes Parade and Broadhurst Avenue</li> <li>• Banbury Road between Broadhurst Avenue and Edwardes Road</li> <li>• Edwardes Road between Banbury Road and Newlands Road</li> <li>• Newlands Road between Edwardes Road and Henty Street</li> <li>• Dundas Street between High Street and Chifley Drive</li> <li>• Chifley Drive between Murray Road and Dundas Street</li> </ul>	<b>Advocate for reduced speed limits in residential zones and activities centres to reduce risk to road users and promote safer walking and cycling conditions.</b>

Action No.	Original Action Item (2007)	Current Status / Comment (2015)	Revised Action Item (2015)
		<ul style="list-style-type: none"> <li>Raglan Street between Victoria Street and Albert Street</li> <li>Victoria Street between Dundas Street and Westgarth Street</li> <li>Jeffrey Street between Heidelberg Road and Westgarth Street</li> </ul>	
A28	<b>Research the effects of parking and investigate the role of parking pricing in Darebin.</b> 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.	<p>In 2013 Council commissioned the mapping of parking supply and demand in Westgarth, Northcote, Fairfield, Preston and Reservoir to provide baseline data to improve parking management.</p> <p>To be undertaken as part of the development of a parking strategy.</p>	Incorporated into Action Item A29
A29	<b>Develop a parking policy for Darebin.</b> 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.	<p>Further work required</p> <p>Initial investigations have been completed to inform the development of the strategy. In 2013 Council commissioned the mapping of parking supply and demand in Westgarth, Northcote, Fairfield, Preston and Reservoir to provide baseline data to improve parking management</p> <p>The Strategy will also respond to previous Actions A8, A28 and A29.</p>	No change
A30	<b>Improve parking availability information systems.</b> This may include signs and maps showing motorists where they can park. The aim is to reduce circulating traffic and improve	To be undertaken as part of the development of a parking strategy.	Incorporated into Action Item A29



Action No.	Original Action Item (2007)	Current Status / Comment (2015)	Revised Action Item (2015)
	visitor service.		
New Action A30-1		The majority of trips in and through Darebin are still undertaken by private motor car. Given the level of development in and surrounding Darebin, it is expected that some additional traffic volumes will use local and arterial road networks. Council is developing a balanced and evidence based approach to managing traffic on the local road network.	<b>Prepare and implement a Traffic Management Strategy taking into account the Darebin SmartRoads Network Operating Plan and Victoria's Transport Integration Act.</b> 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.

## Education and Marketing

### Policies

Policy No.	Original Policy (2007)	Current Status / Comment (2015)	Revised Policy (2015)
P15	<b>Darebin's travel behaviour change programs, including Council's own Green Travel Plan, will be continually monitored and adjusted.</b> 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.	Ongoing  Council is continuously implementing travel behavioural change programs and working with the community and council staff to offer green travel options. Since 2007 over 20 programs have been delivered. Some examples of these programs are: <ul style="list-style-type: none"> <li>Green Travel Plan updated in 2013 and monitored by the Environment Action Team through annual staff surveys.</li> <li>Ongoing travel behaviour change initiatives with schools such as Bike Ed and Cycle Training for parents.</li> <li>Programs with residents and community groups include</li> </ul>	No change

Policy No.	Original Policy (2007)	Current Status / Comment (2015)	Revised Policy (2015)
		<p>public transport training for older adults and international students</p> <p>Council gains input from residents, community groups on our travel behaviour change programs through the Darebin Bicycle Advisory Committee, and wider consultations.</p>	

## Actions

Action No.	Original Action Item (2007)	Current Status / Comment (2015)	Revised Action Item (2015)
A31	<b>Review Darebin's behavioural change programs.</b> 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.	<p>Ongoing</p> <p>In 2012 Council commissioned a review of its Travel Behaviour Change programs. This supported the continuation and replication of some programs, and indicated that others were no longer providing value for money for Council.</p> <p>Programs run since 2007 that have been completed:</p> <ul style="list-style-type: none"> <li>• Going Places Sustainable Travel Reward Scheme completed in 2013.</li> <li>• Love Living Local Program</li> <li>• Streets Ahead Active Travel Program for Schools</li> <li>• Shimmy back street bike route promotional campaign</li> <li>• <i>Be Bright at Night</i> – winter bike light initiative 2013</li> <li>• <i>How Are You Getting Home Tonight</i> promotion and events.</li> <li>• <i>Happiness Cycle</i> where High School students built their</li> </ul>	No change

Action No.	Original Action Item (2007)	Current Status / Comment (2015)	Revised Action Item (2015)
		<p>own bikes</p> <p>Ongoing behaviour change initiatives include:</p> <ul style="list-style-type: none"> <li>• Council Green Travel Plan</li> <li>• Cycle Training Programs catering for a range of levels including beginner and intermediate riders and bike maintenance.</li> <li>• Annual Ride to Work Day events and promotions through community events and engagement with workplaces</li> <li>• Bike Valet Parking at Council events such as Kite Festival and Carols in All Nations</li> <li>• Drive With Your Heart Program working with neighbourhoods to contact activities on their street to slow motorist down</li> <li>• Provision and update of TravelSmart maps</li> <li>• Supporting schools to deliver Bike Ed to primary school students and encourage active travel to school</li> <li>• Encouraging and supporting high schools to offer Fit2Drive sessions for Year 11 students.</li> <li>• Not So Fast – program to encourage motorists to adhere to the speed limit.</li> <li>• Wiser Walker and Wiser Traveller training for older adults.</li> </ul>	
A32	<b>Pilot and test innovative sustainable transport initiatives.</b> Council is open to innovative ideas that will support well-designed trials of promising ideas.	<p>Ongoing.</p> <p>We continue to pilot are range of innovative sustainable transport initiatives including:</p>	No change

Action No.	Original Action Item (2007)	Current Status / Comment (2015)	Revised Action Item (2015)
		<ul style="list-style-type: none"> <li>• Walk to School Month</li> <li>• Bicycle counter on St Road bike path</li> <li>• Bike repair stations</li> <li>• Social bike rides</li> </ul>	
A33	<b>Promote informed transport choices.</b> 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.	<p>Ongoing.</p> <p>Council has promoted informed travel choices within the community since 2007 through Development Travel Plans, Workplace Travel Plans, School Travel Plans, Bike Training for the community and schools, TravelSmart maps, Bike Lights Campaigns, at community events such as the Kite Festival, and within school communities.</p>	No change
A34	<b>Communicate with residents, businesses and organisations about the DTS.</b> 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.	<p>Ongoing.</p> <p>Council achieve this through activities such as street parties, support to residents, speed reduction initiatives, partnerships with shop owners to install bike corrals near businesses, cycling confidence training for parents, sustainable transport training for senior residents, bicycle maintenance workshops, and participation in council events to promote sustainable and safe transport.</p>	No change
A35	<b>Develop and build on successful school travel plans.</b> This includes working through the “Love Living Local” framework to develop new plans in targeted areas and directing schools to	<p>Ongoing</p> <p>Council is exploring new ways to engage schools, parents and children in walking and cycling to school other than School</p>	<b>Develop and build on successful active travel programs for students.</b> This includes supporting schools who adopt school travel plans, promoting and providing skill-based

Action No.	Original Action Item (2007)	Current Status / Comment (2015)	Revised Action Item (2015)
	other agencies – such as Bicycle Victoria – for help.	Travel Plans.	programs to students and parents, and directing schools to other active travel stakeholders and agencies.

### ***Making it Happen*** **Actions**

Action No.	Original Action (2007)	Update on Action (2015)	Revised Action (2015)
A36	<b>Establish effective implementation partnerships.</b> 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.	<p>Ongoing</p> <p>Currently partnerships are pursued on an as-need basis. Recurrent changes to State and Federal organisational structures have made it challenging to maintain partnerships with these levels of government.</p> <p>Northern Horizons was developed as a partnership with neighbouring municipalities to pursue common sustainable transport goals for the northern region. The Regional Grade Separation Project was a result from a partnership with Moreland City.</p> <p>Council partners with other municipalities through the Metropolitan Transport Forum aiming for better sustainable transport outcomes.</p> <p>Council engages residents through the Darebin Transport Advocacy Committee (2014), and Darebin Bicycle Advisory Committee and other Council Advisory Committees. Support for resident’s neighbourhood events with a sustainable transport component is provided through promotion and provision of basic resources.</p>	No change

Action No.	Original Action (2007)	Update on Action (2015)	Revised Action (2015)
A37	<b>Review Council processes to identify ways to support the DTS.</b> 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.	Ongoing.  The Council Plan 2013-2017 supports the objectives set in the DTS. Input has been provided to the following Darebin strategies and plans: Health and Wellbeing, MSS, Community Engagement, Business Development and Employment, Community Safety, Disability Access and Inclusion, Active Healthy Ageing, Food Security Policy, Road Management Plan, Housing, GreenStreets Streetscape, Goods on Footpath, Permit Parking Scheme, Climate Change and Peak Oil, Leisure, relevant Structure Plans, Urban Design Frameworks and Masterplans, to align them with the DTS. A review of strategies and plans has shown that Council's policies support the DTS.	No change.
A38	<b>Advocate for the continuation of monitoring tools that allow progress on the DTS to be tracked.</b> 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.	Ongoing.	No change



## Monitoring Plan Targets

Target No.	Target (2007)	Current Status	Progress on targets (2014)	Revised Target (2015)
<b>T1</b>	Double the share of walking, cycling and public transport for all trips by 2027.	On track. Further work required	<ul style="list-style-type: none"> <li>The share of all trips made by walking, cycling and public transport in Darebin grew from 27.4% in 2007 to 31.1% in 2009.</li> <li>An average 84% growth in bicycle volumes was recorded on St Georges Rd (2007-2014).</li> <li>7% reduction on the number of entries at Darebin's train stations (2008/09 – 2013/14).</li> <li>Average 56% increase in patronage (2008/09 – 2011/12) on bus routes that operate in Darebin.<sup>2</sup></li> </ul>	No change.
<b>T2</b>	Double the share of walking, cycling and public transport for journey to work by 2027.	On track. Further work required	The share of walking, cycling and public transport for journey to work increased five basis points from 28% in 2006 to 33% in 2011 <sup>3</sup> which represents a 34% increase over a 5-year period	No change.
<b>T3</b>	Reduction of accident rates on local roads equal or greater than VicRoads	On target. Ongoing	Darebin's rate of accidents on local and arterial roads dropped faster than the Victorian target.	No change.

<sup>2</sup> Victorian Integrated Survey of Transport Activity (VISTA) 2007 and 2009. The Department of Economic Development, Jobs, Transport and Resources (former DTPLI) is currently processing the latest version of VISTA 2012 data to become available in 2015/16. VISTA is the only survey that measures all-purpose trips.

<sup>3</sup> Australian Bureau of Statistics, Census Journey to Work

Target No.	Target (2007)	Current Status	Progress on targets (2014)	Revised Target (2015)
	targets.		<p>Between 2007 and 2013 the number of crashes on local roads has dropped by 3%. During the same period the crashes on arterial roads in Darebin have dropped by 13%.</p> <p>Victoria's road safety strategy aims to reduce deaths and serious injuries on all roads by 30% over ten years, 2013-2022.<sup>4</sup></p>	
<b>T4</b>	Increase the overall mode share for walking, cycling and public transport at a faster rate than the metropolitan average.	On target. Ongoing	<p>Darebin's walking, cycling and public transport mode share grew faster than the Metropolitan Melbourne<sup>5</sup>. The combined mode share of walking, cycling and public transport in Darebin increased by 3.7 points from 27.4% in 2007 to 31.1% in 2009. Representing a growth rate of 14%.</p> <p>In Metropolitan Melbourne (excluding Darebin) the combined mode share of walking, cycling and public transport decreased from 21% in 2007 to 20.4% in 2009 representing a 2% decrease.</p>	No change.
<b>T5</b>	Increase the journey to work mode share for walking, cycling and public transport at a faster rate than the metropolitan average	On target. Ongoing	Darebin's journey to work walking, cycling and public transport mode share grew 17% between 2006 and 2011, which is faster than the Metropolitan Melbourne average of 12% <sup>6</sup> .	No change.
<b>T6</b>	Reduce accident rates for cars, walking, cycling and public transport faster than the metropolitan average.	Further work required	While the average crash rate Darebin reduced by 10% between 2007 and 2013, the rate of reduction for Metropolitan Melbourne was 13% in the same period <sup>7</sup> .	No change.
<b>T7</b>	Reduce the average vehicle use in Darebin.	On track. Further work	Vehicle Kilometre Travelled (VKT) is a more appropriate metric to gauge vehicle	Reduce the number of private Vehicle Kilometre

<sup>4</sup> VicRoads, CrashStats<sup>5</sup> VISTA<sup>6</sup> Australian Bureau of Statistics, Census Journey to Work<sup>7</sup> VicRoads, CrashStats

Target No.	Target (2007)	Current Status	Progress on targets (2014)	Revised Target (2015)
		required	use. The number of private vehicle kilometres travelled per person in a weekday in Darebin decreased 32% between 2007 and 2009. <sup>8</sup>	Travelled per person in Darebin.
<b>T8</b>	Increase the proportion of residents within 400m of a regular bus service and/or 800m of a tram/train service during weekdays off-peak.	Further work	The proportion of residents living within 400m of a regular bus service and/or 800m of a tram/train remained fairly static between 2006 and 2011 at around 95%. <sup>9</sup> However, the proportion of residents reduces to 75% when considering services operating at least every 30 minutes after 10 pm on a weekday. Continue to advocate to Stage Government agencies for better public transport services and frequencies.	No change.
<b>T9</b>	Increase the proportion of residents within 400m of a regular bus service and/or 800m of a tram/train service on Sundays.	Further work	The proportion of residents is 65% when considering services operating at every 30 minutes after 8 pm on a Sunday which includes train, tram and bus routes 250, 902 and 903. Coverage increases to 86% once 40-60min services are considered	No change.
<b>T10</b>	Increase the proportion of jobs within 400m of a regular bus service and and/or 800m of a tram/train service during weekdays peak.	Further work	There is a growing trend relative to telework and working from home, reducing the need for people to travel	Increase the proportion of jobs (including people working from home) within 400m of a regular bus service and and/or 800m of a tram/train service during weekdays peak.
<b>T11</b>	Improve the reliability of public transport services that run on arterial roads at a rate equal to or better than the	On target. Ongoing	The reliability of metropolitan buses and trams remained unchanged at 99% between 2007 and 2014 <sup>10</sup> .  Though this is not completely within the control of Council, it is still useful to	No change.

<sup>8</sup> VISTA. These reductions can be partially explained by a change in travel behaviour towards sustainable transport modes during the financial crisis, as well as a small an increase in the average vehicle occupancy in Darebin

<sup>9</sup> Analysis conducted by Tract Consultants in 2015 for Darebin City Council using Geographic Information Systems (GIS) and data from the Australian Bureau of Statistics Census and Public Transport Victoria (PTV) timetables.

<sup>10</sup> Public Transport Victoria (PTV)

Target No.	Target (2007)	Current Status	Progress on targets (2014)	Revised Target (2015)
	metropolitan average.		measure the performance of PT services for the community for advocacy purposes.	
<b>T12</b>	Increase the absolute number of jobs in activity centres.	On target. Ongoing	Between 2009 and 2014 there was a 19.5% increase in the number of jobs in the five activity centres: Reservoir, Preston, Northcote, Westgarth, and Fairfield <sup>11</sup> .  In 2014 Westgarth and Preston reported a strongest employment growth compared to 2009 (44% and 29% respectively). Fairfield reported the slowest employment growth (1.1%) in the same period.	No change
<b>T13</b>	Maintain arterial road travel times and improve reliability.	N/A	Recent changes in State policy have shifted the focus to moving people instead of solely reducing travel times. Darebin welcomes this approach as it is in line with the principles of the Darebin Transport Strategy. Council is providing input to the Metropolitan North West Transport Plan, and has provided feedback to the Principal Traffic Flow Network. <sup>12</sup>	Remove target
<b>T14</b>	Traffic on Darebin's major local roads decreases.	Ongoing	Recent traffic data on Darebin's busiest local roads show an average of 1105 vehicles per day. This data will be reviewed every three years.  Council supports a reduction of traffic on all local roads. Therefore the wording of the target needs to be amended slightly to remove the word 'major'.  Reducing the traffic on local roads will be challenging due to growing population pressures around Darebin.	Traffic on Darebin's local roads decreases.
<b>T15</b>	Increase the number of residents who shop locally.	Behind target. Ongoing	The five most commonly identified shopping centres for daily shopping needs are Preston Market, Northland, Northcote Plaza, Fairfield Shopping Centre and	No change.

<sup>11</sup> Census of Land Use and Employment

<sup>12</sup> Darebin's population is expected to increase by around 30,000 people over the next 20 years while a further 500,000 people are expected to move into the growth areas directly to our north. In light of these changes this target is only achievable through increased local living, and increased travel by public and active transport options

Target No.	Target (2007)	Current Status	Progress on targets (2014)	Revised Target (2015)
			<p>Edwardes Street Reservoir. In 2014 83% of people surveyed chose to shop in one of these centres compared to 99% in 2007.<sup>13</sup></p> <p>Preston District and High St Northcote report an increase in the number of residents visiting these locations for their shopping needs.</p>	
<b>T16</b>	Increase the proportion of residents taking part in sustainable travel programs.	Behind target. Ongoing	The Going Places Program which was Darebin's flagship sustainable transport program is no longer running and it is difficult to measure participants in other initiatives at Darebin. The mode share target may give some indication of how successful the programs are but there is no certainty that the programs have led to an increase in sustainable transport mode share. A more relevant target has been taken from the cycling strategy. The average 3-year period (2013-2015) score was 6.41	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
<b>T17</b>	Increase the proportion of schools with an adopted School Travel Plan.	N/A	Six primary schools have participated in the development of School Travel Plans since 2007. However Council is now working with schools to develop sustainable travel initiatives in a more flexible manner. Given this, and the range of levels of engagement between schools, it is considered impractical to retain this or another similar target.	Target removed
<b>T18</b>	Number of development applications with a travel plan as a proportion of all new development applications.	N/A	Travel plans were made a condition for planning permits. However, monitoring and implementation have been a challenge as they are not enforced. This is an issue throughout Melbourne and Victoria. The mode share targets above will give an indication of how well we are tracking.	Target removed
<b>T19</b>	Increase the amount of annual funding received from external sources for DTS projects.	On target. Ongoing	The amount of annual funding received from external sources increased from nearly \$270,000 in 2007 to an average of \$430,000 per year until 2014. This equates to over 2 million dollars in grants from different State and Federal departments to deliver sustainable transport programs and infrastructure since the adoption of the DTS in 2007.	No change.
<b>New Target T20</b>			Car share can have a positive effect on reducing unnecessary vehicle trips and contributes to delaying the purchase of a second car.	Install 10 car share bays in Darebin per year.

<sup>13</sup> Darebin Household Survey

Target No.	Target (2007)	Current Status	Progress on targets (2014)	Revised Target (2015)
<b>New Target T21</b>			Achieving greater densities within and close to activity centres and high order public transport is a key policy of the DTS. This target is crucial in monitoring this policy and in line with the MSS.	Increase the proportion of residents living within 400m of Activity Centres, train, trams and SmartBus corridors.