

Refresh of Going Places – Darebin Transport Strategy 2007 – 2027

Introduction

In 2007 Darebin Council endorsed Going Places - Darebin Transport Strategy 2007- 2027 (DTS), which outlined a series of policies and action items to guide the fulfillment of Council's vision for transport for the next 20 years, as well as targets against which to measure its performance. The intent was for this to be periodically refreshed to determine Council's performance in delivering on that vision, and to make adjustments to the strategy in response to changes in the strategic context. The most recent DTS refresh was undertaken in 2014. Since then many aspects of the strategic context have changed and it was deemed a suitable time to undertake another refresh of the DTS.

The Vision of the original DTS, is considered to be a sound basis for the transport strategy and the refresh of the DTS will look to build upon this rather than alter it. The Aspirations, through its objectives, are also considered to still be relevant in 2022, if not more so, and should also be further enhanced by minor policy and action changes included the DTS refresh. The changes will reflect council's further commitment to achieving these objectives, as well as required changes to maintain the strategy's relevance and compatibility with changes in the strategic and contextual environment within Federal, State and Local government policy and the community.

The following report presents a summary of the changes to each section of the DTS and progress against the strategies targets.

Changes to Strategic Context

The strategic context in which the Darebin Transport Strategy operates has changed markedly since the most recent review of the DTS was undertaken in 2014 at both the local and state government level but also due to major events which have impacted people and behaviours such as the global COVID-19 pandemic.

Since the last review of the DTS, Darebin has endorsed several new policies that impact the strategic context it operates in. In 2018 Council endorsed the *Safe Travel Strategy (2018-2028)*, which seeks to improve road safety by creating safer road environments which protect vulnerable road users. The *Walking Strategy (2018-2028)* was created to ensure that walking is a safe, attractive, and easy choice in Darebin to support the transport network, improve community health and inclusivity. This included the development of the Darebin *Principal Pedestrian Network (PPN)* which outlined the priority areas for pedestrians using the road network, improving the way we manage, monitor and upgrade facilities within Darebin. The *Car Sharing Policy (2015)* was introduced to manage the increased use of car sharing facilities, managing their requirement for shared parking spaces. Darebin is also part of the *Northern Trails Strategy* with other northern suburban councils, which aims to improve walking and cycling connections between these local areas.

The management of Darebin's road infrastructures has been updated through the introduction of new strategies and plans. The *Asset Management Strategy (2015-19)* and *Asset Management Plan (2017)* is

designed to support Council's objects for the management all Darebin's infrastructure, and the *Road Asset Management Plan (2016)* looks to improve how the road related infrastructure, including roads and road areas, will be maintained. A new *Graffiti Management Strategy (2019-2023)* and associated *Graffiti Management Action Plan (2019-2023)* were introduced to manage the effects of graffiti on infrastructure, include those related to roads.

In 2017 Darebin Council declared a Climate Emergency in the City of Darebin. Subsequently, Council endorsed the *Darebin Climate Emergency Plan (2017-2022)*, which outlined the key directions required for Darebin to reach the goals of limiting climate change and improving climate change resilience within the community. Given the impacts of vehicle emissions on climate change, the declaration of Climate Emergency has impacts on the policies and action items within the DTS.

Several major projects in Darebin and the surrounding area have impacted the DTS refresh. A number of level crossing removals included in the Level Crossing Removal Project have been either completed or planned. These include completed projects at Reservoir Station and Grange Rd in Alphington, and projects not yet completed at Oakover Road, Bell Street, Cramer Street and Murray Road in Preston, and Keon Parade in Reservoir. The extension of the Mernda railway line to Mernda, completed in 2018, has resulted in upgraded services between Darebin and northern suburbs. The rail network in Darebin will be affected by the announced Suburban Rail Loop. The Suburban Rail loop is still in the planning phase, but it is a large public transport project that will have impacts on the DTS.

Major road projects in surrounding areas will also affect the DTS and how passenger vehicles and freight will access Darebin and pass through. The North East Link is currently under construction and will connect the northern suburbs with the eastern suburbs, which will likely alter vehicular movements. Darebin will also be impacted by upgrades to the M80 Ring Road which represents a major arterial used by many of the council's residents and businesses

The State Government has released a number of new strategies and policies since 2014 that affect the DTS. *Movement and Place Guidelines* were introduced in 2019 to replace the use of the Network Operating Plans to manage transport in Victoria and the competing needs of different transport modes and uses. The *Movement and Place Guidelines* seek to acknowledge the different roles that roads play as both a connector of places, conduit of people and materials, and as a destination. These different uses are prioritised on a location by location basis to ensure that roads are managed in accordance with their best uses.

The *Victorian Road Safety Strategy 2021-2030 (2021)* and associated *Victorian Road Safety Action Plan 2021-2023 (2021)* aims to halve deaths by 2030 and put us on a strong path to eliminate all road deaths by 2050 through a range of infrastructure and behaviour change projects and programs.

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. This was revised in 2017, building on the original 2014 document, embedding the 20-minute neighbourhood concept into major infrastructure projects, helping to create and connect neighbourhoods that enable people to meet most of their everyday needs within 20-minutes of their home. It has since been updated with population data from 2019.

Several released strategies had a more direct impact on the DTS. The *Victorian Cycling Strategy 2018-2028 (2018)* guides planning and investment to get more people to cycle for transport, including by providing missing links in bicycle infrastructure. In 2021 *Strategic Cycling Corridors* were introduced to further guide the prioritisation of infrastructure upgrades in the Victorian bicycle network. The *Victorian Freight Plan (2018)* and *Principal Freight Network (2021)* provided guidelines for how Victoria will manage the movement of heavy vehicles and transportation of materials through the transport network. The introduction of the *Principal Public Transport Network (2017)* updated the road network for the prioritisation of public transport over other modes. *Victoria's Bus Plan (2021)* is a long term plan to update the bus network, the bus fleet and bus system to deliver a modern, productive and environmentally sustainable network.

The COVID-19 pandemic has drastically altered travel, work, land use and behaviour in 2020, 2021 and 2022, which has had an impact on the DTS refresh. COVID-19 has accelerated the transition towards increased working from home, which has altered the way people use their homes, their requirements of their homes, the transport needs of people.

The DTS outlines a series of targets to measure the strategy's performance. The severely disrupted travel patterns resulting from COVID-19 have resulted in difficulties measuring our progress towards a number of those targets as the conditions during the measurement period were very different to those during previous measurements in 2007 and 2014. These have been managed as best as possible however these differences should be noted during reading.

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.

The vision and objectives are appropriate to help manage the challenges of growing population in Darebin including in relation to safety and congestion.

An extensive internal and external consultation informed the development of this strategy over 12 months in 2006 and 2007. During this consultation Council received 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 consultation process was a transport strategy which was used as an example of best practice. The DTS has eight objectives that have driven the way that Darebin delivers transport projects and programs 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

These aspirations were not changed as a result of the 2014 DTS review. These aspirations remain relevant in 2022 and no change has been assessed as being necessary to account for the recent changes in context, need or behaviour.

Land Use and Development

Since the 2014 Darebin Transport Strategy review several new policies and plans have been developed which impact land use in Darebin. The *Housing Change Framework* was introduced to help Darebin achieve higher population densities around major transport hubs and activity centres whilst maintaining liveability. In order to achieve this an updated *Developer Contributions Plan* has been developed to help ensure that developers contribute to the ongoing amenity and liveability of Darebin neighbourhoods. *Environmentally Sustainable Design* reports are now required to be submitted with new planning applications to ensure that new developments consider their future impacts and seek to mitigate them. These are supported by the recently developed *Good Design Guide*.

Structure plans have been finalised for Fairfield Village and the Junction Urban Master Plan (JUMP), with future structure plans in development for Central Preston Activity Centre and Heidelberg Road Corridor. Detailed planning scheme amendments to promote more intensive development along the St Georges Road and Plenty Road corridors were approved by Council and gained ministerial approval since the most recent DTS review.

The COVID-19 pandemic has accelerated many of the trends that we had begun to see in land use change, particularly around work locations and walkable neighbourhoods. The number of people working from home has dramatically increased since the beginning of the pandemic and it is anticipated that the number of people working from home will not return to pre-pandemic levels. As such, the requirements of houses and apartments have changed as dedicated work space is seen as more important. Design of well serviced and connected neighbourhoods where services are within walking distance have also become more important.

There are further Structure Plans, Master Plans and Urban Design Guidelines being prepared for major activity centres that will help guide future development in Darebin as the population densities continue to increase around activity centres.

Public Transport

In recent years there have been several big infrastructure projects for public transport that have impacted the City of Darebin. The South Morang railway line was extended to Mernda in 2018, bringing more people through Darebin by rail. In addition to this there have been several level crossing removals delivered or currently being constructed as part of the LXRP within Darebin. The Reservoir Station redevelopment and level crossing removal has been completed, which has dramatically improved the movement of people in the area. Darebin advocated for the inclusion of a bus interchange as part of the project, which was included and has improved the capacity for multimodal trips in the northern part of Darebin. Another level crossing removal was completed on Grange Road in Alphington, which improves the capacity on a strategic north-south arterial road connecting Darebin with the Eastern Freeway.

Further level crossing removals are currently under construction on Bell Street, Oakover Road, Cramer Street, Gower Street and Keon Parade. This will include the redevelopment of Bell and Preston railway stations. Darebin has been vocal in its advocacy for multimodal interchanges at these new stops, including Parkiteer services and bus connections. Darebin also successfully advocated for the inclusion of Oakover Road in the LXRP and conducted traffic analysis and data collection to build the case for its inclusion. Darebin will continue to advocate for better outcomes as part of the Suburban Rail Loop and possible future Melbourne Metro 2 projects.

Darebin has been working with Yarra Trams to create new tram priority treatments on roads, specifically looking at smaller projects that can have immediate benefits for tram travel times. These include turn bans, parking alterations, part time tram lanes and tram stop rationalisation. Darebin has also been supporting Yarra Trams and advocating for upgraded, DDA compliant tram stops. The Gilbert Road terminus is currently under development and Darebin continues to advocate for the tram line's extension along Gilbert Road.

After the release of *Victoria's Bus Plan*, Darebin is keen to work with bus operators and the state government to improve bus services and route coverage as part of bus service reviews. Darebin is also keen to use this opportunity to improve bus connections between Darebin and neighbouring municipalities, particularly providing a high quality connection across the Eastern Freeway to Kew and Hawthorn.

A new action item has been included in 2022 to promote community safety around transport, particularly for those who are vulnerable. Council's current efforts to improve community safety in transport should be formalised in the DTS to reflect the current practice and promote further improvements in this area, as well as demonstrating to residents the commitment Darebin has to this.

Walking and Cycling

In 2018 Darebin released the *Darebin Walking Strategy (2018-2028)*, which was a direct action from the DTS that was updated in 2015, succeeding the signing of the *International Charter for Walking*. The *Walking Strategy* also incorporated the creation of the *Principal Pedestrian Network* for Darebin, which helps prioritise infrastructure and funding needs for pedestrian projects.

Subsequent to the completion of the *Darebin Cycling Strategy (2013-2018)*, it was decided that this strategy was still mostly adequate and learnings from this would be taken onwards in the management of the

network for bike riders. The *Strategic Transport Framework Plan* has been updated (see attached) to reflect the new priority routes that have been identified and established.

Walking and cycling connections have been upgraded in the Streets For People project (2018), which looked at key routes that connected to the main strategic cycling corridors in Reservoir, Preston, Northcote and Thornbury. New bicycle and walking infrastructure will now be developed and delivered as part of the Your Street, Your Say project on a rolling three-year basis.

Given the changed format of the development and delivery of bike infrastructure and the lack of a dedicated cycling strategy beyond 2018, an action item (A18) has been changed to reflect this current state.

Further upgrades to pedestrian and bicycle policy have occurred since the previous review. These include increased monitoring of shared use paths as part of the updated Road Management Plan, an updated Graffiti Management Policy and Signage Strategy. Pedestrian safety has been improved through the implementation of over 10,000 lighting upgrades to LEDs which will also reduce energy consumption, the *Green Streets Policy* and the advocacy for improved cycling and pedestrian infrastructure as part of the Level Crossing Removal Program. Darebin worked with the Department of Transport to provide pop-up bike lane trials at several locations during the COVID-19 pandemic restrictions.

The Road Network

Darebin continues to manage the road network with a focus on creating a safe transport network, and providing network priority for sustainable transport modes to reduce congestion, improve liveability and reduce transport related emissions.

There has been significant improvement in road safety since the start of the DTS, with crashes on local roads reduced by 29% between 2014 and 2018, down to 20.4 crashes per 100,000 population per year. The *Darebin Safe Travel Strategy (2018-2028)* has been developed and implemented, which aims to further improve safety on local roads.

Darebin's roads are now being managed in accordance with the new Movement and Place Guidelines, which supersedes VicRoads' Network Operating Plans. Darebin's Local Area Traffic/Place Management projects, including Streets for People and now Your Street, Your Say are focused on delivering improved road networks for all road users through the implementation of infrastructure works in local areas. Other opportunities arise periodically to implement small projects outside of Your Street, Your Say, such as the James St pop-up park trial and these are addressed on a case by case basis.

There are some key gaps of missing policy and strategy within Darebin and these have been added as action items in this DTS refresh.

- Investigate and implement options to manage the increased need for freight due to increased populations, major infrastructure works, increased working from home and online commerce.
- The COVID-19 pandemic has revealed a lack of flexibility in the road network in response to sudden changes in travel behaviour. To address this issue options should be investigated that allows council to change the function of the transport network using lessons learnt during the COVID-19 pandemic.

- The increased uptake of electric vehicles will require management of the charging infrastructure associated with them. As well as the creation of *Electric Vehicle Policies for New Developments and for Public Spaces* (both of which are included in this policy refresh) further policies will need to be created to manage all aspects of EV charging. A target has also been added to increase the number of charging bays within Darebin, to help manage the transition away from internal combustion engine vehicles.
- Parking remains a key concern and a number of issues have been identified that need to be addressed within Darebin. There is no current parking strategy and all parking issues are being managed through council's internal processes and policies. A new *Parking Permit Policy* is currently under development. Action Item A29 has been updated to reflect the change in how parking is managed within council.

Education and Marketing

Council has worked with Schools across Darebin to identify safety challenges and needs and has addressed high risk actions across the City. It currently works with schools in a third of the City every year via its Local Area Placemaking Program (Your Street, Your Say).

Darebin has implemented the Octopus Schools program, which engages schools in a broad program to improve informed transport choices and provide opportunities to engage in sustainable transport. Darebin also supported schools to run the Bike Ed program, engage in the Ride2School day and Walk to School month.

Darebin also engages with the broader community to promote informed transport choices. Darebin has worked with Banyule and Boroondara Councils and other local community partners to deliver workshops to improve transport knowledge, and journey planning and bike riding skills in the community. Workshops and webinars were delivered online when COVID-19 pandemic restrictions were put in place. Darebin works with WeCycle to run popular free monthly bike checks for the community. Come and Try E-bike sessions were run in the community, allowing people who wouldn't normally ride bikes to try e-bikes as a transport option. Darebin offers one-on-one bike lessons to the community to teach first time riders how to ride a bike. We also run seasonal workshops teaching the community how to repair and maintain their own bike, and improve their on-road bike handling skills. Darebin continues to update its TravelSmart maps, to promote informed transport and route choices in the community.

Within Council the Love Your Commute program provides staff with bike riding training and loans for public transport fares and bicycle purchases. Lift sharing bays are available for booking by staff who car-pool to work. A new e-bike fleet was been established in 2021, with regular e-bike training offered to staff and Councillors. End of trip facilities have been upgraded at council offices.

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.

There have been significant challenges accessing the data for many targets, as the original targets use data from 15 years ago. The COVID-19 pandemic has drastically altered the measurements for many targets in 2020, 2021 and 2022. As a result many targets use data from 2018 or 2019 to give a better reflection of more 'standard' road and transport conditions.

Strategic Transport Framework Plan



Glossary

Strategic corridor (Primary Arterial Streets)	Major roads that are intended to provide for significant regional and local movement. These roads have been identified as primary routes for traffic movement. A secondary priority is the provision of safe walking and cycling in these streets.
Primary Multi Modal Street	Roads that form part of the Principal Public Transport Network (PPTN). High priority is given to public transport in these streets, in conjunction with walking and cycling in local centres.
Secondary Multi Modal Street	Roads that provide for a mixture of local traffic, public transport and other road uses. Priority is given to pedestrians and cyclists in these streets. Measures to give priority to public transport may also be appropriate.
Strategic Cycling Corridor	Cycling routes of state importance.
Key Cycling Corridor	Cycling routes of Council importance.
Streets For People Corridor	Streets for People Corridors seek to re-imagine what local streets in Darebin can be for the community, promoting sustainable transport and creating safer streets for walking and cycling. Streets for People Corridors are also Key Cycling Corridors.
Primary Pedestrian Routes	These routes are where the highest level of pedestrian activity is expected. High priority is given to pedestrians at these locations. These routes form the foundation of the Principal Pedestrian Network.
Secondary Pedestrian Routes	These routes are part of the Principal Pedestrian Network but provide a secondary role. Increased priority is given to pedestrians at these locations.

The *Strategic Transport Framework Plan* has been updated since the 2015 DTS review to include the following:

- *Strategic Cycling Corridors* were introduced by the state government in 2020. Several of these routes are in Darebin.
 - o St George's Road Path / Northern Pipes Trail / Reservoir Rail Trail (Classification level C1)
 - o Dundas St / Oakover Rd (C1)

- Hurstbridge Line Shimmy Route (C1)
- Dunne Street / Broadway / Edwardes Street (C2)
- Gower Street / Cramer Street (C2)
- Christmas St Shimmy Route (C2)
- Other routes have been added to the ‘Key Cycling Corridor’ routes. These have been included through previous route-based projects, such as Streets for People or formalised Shimmy Routes, and existing routes with high cyclist volumes.
- Additional Level Crossing Removal projects have been included at Grange Rd, Alphington and Keon Parade, Reservoir.

The rest of the Transport network remains unchanged in a strategic context. Separately from the *Strategic Transport Framework Plan*, the *Principal Pedestrian Network* has been completed since the past DTS review as a result of the *Walking Strategy 2018-2028*.

Key Outcomes of the Review

Since the previous Transport Strategy review, there are a number of key Policies, Actions that have been delivered and Targets that have been met. Key outcomes of the review have been summarised below.

Key achievements

Item No.	Original Text (2014)	Current Status	Comments	Revised (2022)	Item
T3	Reduction of accident rates on local roads equal or greater than VicRoads targets.	On track	Crashes on local roads reduced by 29% between 2014 and 2018 and by 49% since 2007, down to 20.4 crashes per 100,000 population per year. The current state government target is a 50% reduction by 2030.		
T6	Reduce accident rates for cars, walking, cycling and public transport faster than the metropolitan average	On track / More to be done	15% reduction of all crashes in Darebin between 2014-2018, and a 59% reduction since 2007. Between 2014-2018, Greater Melbourne has experienced a 49% reduction in crashes resulting in fatalities or serious injuries.		
T19	Increase the amount of annual funding received	On track	Average annual funding from external sources for DTS projects		

Item No.	Original Text (2014)	Current Status	Comments	Revised (2022)	Item
	from external sources for DTS projects		<p>in the past 5 years is \$594,000, including Black spot programs (average \$460,750 per year from 2018-2021), VicHealth grants, TAC grants, and SSRIP safe travel grants. This is up from an average of \$430,000 per year in 2014.</p> <p>In the past 5 years Council has received over \$2 million in external funding for DTS related projects.</p>		
A8-1 Land Use	Investigate opportunities for mixed use development around railway stations and improve bus, tram, walking and cycling accessibility around them.	Ongoing	Darebin encourages mixed use development around railway stations through the Housing Change Framework Plan, which was updated in 2015 and encourages substantial upgrading of development, including mixed use developments, within 400m of train stations and tram stops, or have frontages to major public transport corridors. The Level Crossing removals at Reservoir, Bell, Preston and Alphington have provided excellent opportunities for council to advocate for sustainable connections	No change.	
P8-3 Public Transport	Improve connections and access to public transport services by sustainable modes. This includes access by walking, cycling and proximity to car share vehicles.	Ongoing	Council strongly advocated for bus interchanges at Reservoir Station and for bus stops to be situated closer to Bell Station as part of Level Crossing Removal Project works. Council has also advocated for improved cycling parking facilities to be included as part of the Preston Station redevelopment and other Level	No change.	

Item No.	Original Text (2014)	Current Status	Comments	Revised (2022)	Item
			<p>Crossing Removal Project works,</p> <p>Council's Streets for People projects included several upgrades to bike and pedestrian routes that connect with high volume public transport corridors.</p> <p>Darebin now has 90 car share spaces with the majority being in locations near major public transport routes.</p>		
P9 Walking and Cycling	Pedestrian needs and safety outcomes will be considered in all transport infrastructure upgrades and road works. Whenever roads are being resurfaced or upgraded, Council will integrate pedestrian improvements such as wider footpaths and pram crossings and will consider the immediate and ongoing safety implications for all road users.	Ongoing	<p>Council continues to consider pedestrian safety and amenity, and the needs of the community as a whole, as part of any new infrastructure works. This allows Council to minimise disruptions and project costs by upgrading pedestrian facilities concurrently with existing works.</p> <p>The upgrading of pedestrian and cycling assets in the process of road maintenance is completed according to the Road Asset Management Plan.</p>	No Change	
P12 Road Network	No new roads will be built or existing roads widened to provide for single-occupant vehicles. Road space will be managed to facilitate improved public transport services, improve safety, provide high occupancy lanes or provide local access.	Ongoing	<p>Council continues to allocate roadspace to sustainable transport rather than the throughput of single occupant vehicles for both new projects and existing roads. On rare occasions roadspace may be allocated to address specific safety issues at intersections, such as when providing fully controlled right turns in response to accident blackspots (eg, Cheddar Rd and</p>	No change	

Item No.	Original Text (2014)	Current Status	Comments	Revised (2022)	Item
Dole Ave, Reservoir)					
A26 Road Network	Review and update the Darebin Safe Travel Strategy. Initiatives to be considered include lowered speed limits in residential areas, and specific treatments and programs that enhance the safety of vulnerable road users including pedestrians, cyclists, children and the elderly.	Ongoing	The Darebin Safe Travel Strategy (2018-2028) was developed and endorsed by council in 2018. This strategy supports higher participation rates in low impact modes of travel and uses an innovative approach to protect these vulnerable road users and make Darebin a safer and more sustainable place to travel.	No change	

Key challenges

Item No.	Original Text (2014)	Current Status	Comments	Revised (2022)	Item
T7	Reduce the private vehicle kilometres travelled (VKT) per person in Darebin	More to be done	Between 2007 and 2018, Darebin experienced a 2% decrease in private vehicle kilometres travelled per person on a weekday. However, in the same time period, private VKT per person on a weekend day has grown by 37%.		
P5 Land Use	The development of large sites will be required to incorporate public pedestrian and cycle links where they can contribute to a desirable through route	Ongoing	Whilst it remains difficult to enforce the creation of pedestrian and bike path links through new developments, Council has had some success encouraging developers to provide access links where these can bring shared benefits for both developers and Council.	No change	
A11 Public	Introduce additional public transport services	Ongoing	Council will continue to advocate strongly for better bus connections	No change	

Item No.	Original Text (2014)	Current Status	Comments	Revised (2022)	Item
Transport	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.		<p>across the Yarra River, and to improve bus connections to surrounding municipalities as part of Victoria's Bus Plan.</p> <p>The extension of route 11 along Gilbert Rd remains a key advocacy priority for council.</p> <p>Council will continue to advocate for the Suburban Rail Loop and Melbourne Metro 2 to provide additional rail connections between Darebin and surrounding areas.</p>		
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.	Ongoing	<p>Following consultation on a draft parking strategy for the City, Council decided in 2019 not to introduce changes and to retain its local approach to reviewing and updating parking restrictions.</p> <p>Council is currently reviewing its parking permit policy as outlined in the Council Plan.</p> <p>Council has updated its consultation approach in regard to local parking management to reflect Council's Community Engagement Policy.</p>	<p>Develop policies and procedures to equitably manage the demand and supply of parking within Darebin. These will focus on the management of parking around activity centres, management of parking permits, managing the parking requirements of new developments, and improving the quality of parking supply.</p>	
A38 Making It	Advocate for the continuation of monitoring tools that	Ongoing	Data collection has been particularly difficult for this review, as travel behaviour has been so		

Item No.	Original Text (2014)	Current Status	Comments	Revised (2022)	Item
Happen	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.		radically affected by the COVID pandemic and movement restrictions. Consequently, some of the data has been available, but not directly comparable to previous iterations, whilst other data has not been available at all. The most recent Households Survey was completed in 2014. This has resulted in some targets being unable to be assessed against previous benchmarks.		

New or changed Policies

Policy No.	New or Changed Policy	Comments	Status
P3 & P4	<p>Sustainable transport in new developments</p> <p>Sustainable transportation to be supported systematically in new multi-residential, commercial, business and mixed-use developments using the current Environmentally Sustainable Design (ESD) report submission requirements. Council will encourage sustainable transport choices at new developments using the conditioning of planning permits on a site by site basis.</p>	The improvements in commonly available mapping and route planning technology has made the Integrated Transport Plans obsolete for new developments. The provision of sustainable transport has since been incorporated into the existing Environmentally Sustainable Design (ESD) reports, and the old policy no longer is relevant to the planning assessment process. This has been changed to reflect the more holistic approach being reflected in the current approvals process.	Altered after merging P3 and P4.

New or changed Actions

Action No.	New or Changed Action	Comments	Status
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Action No.	New or Changed Action	Comments	Status
A3 & A4	<p>Sustainable transport in new developments</p> <p>Support sustainable transportation in new multi-residential, commercial, business and mixed-use developments using Environmentally Sustainable Design (ESD) policies. Continue to implement and refine planning policies that support pedestrian, bike riding and public transport use in new developments.</p>	<p>As per the changes to Policy 3 & 4 (Merging and changing P3 and P4), this Action Item change reflects the decreased relevance of Integrated Travel Plans for new developments as a result of improvements in commonly available mapping and route planning technology. The Action Item maintains the intents of the previous items whilst reflecting the current practices of using the planning approval process to improve sustainable transport outcomes.</p>	Altered after merging A3 and A4.
A18	<p>Infrastructure planning</p> <p>Progressively develop and update the Strategic Transport Framework Plan to inform bike related infrastructure priorities within Darebin and deliver these changes through local area traffic management projects such as Your Street, Your Say.</p>	<p>A review of the previous Cycling Strategy found that wholesale changes were not needed and that cycling improvements are better integrated into overall transport planning considerations using the Strategic Transport Framework Plan. Identifying priority infrastructure improvements for all modes including walking, bike riding, public transport and driving across Darebin is currently being done using a Local Area Place Making approach, with a third of the City covered each year via the Your Street, Your Say project. This allows for effective integrated planning for all modes.</p>	Changed Action Item
A29	<p>Parking management</p> <p>Continue to manage access to parking in areas where demand is greater than supply with consideration of accessibility, economic development, equity and improving the quality of parking</p>	<p>Following consultation on a draft parking strategy for the City, Council decided in 2019 not to introduce changes and to retain its local approach to reviewing and updating parking restrictions.</p> <p>Council is currently reviewing its parking permit policy as outlined in</p>	Changed Action Item

Action No.	New or Changed Action	Comments	Status
	supply in new development.	the Council Plan. Council has updated its consultation approach in regard to local parking management to reflect Council's Community Engagement Policy.	
-	Community safety Promote community safety around public transport, with emphasis on protecting at-risk members of the community. This includes embedding community safety into council's design practices, advocating for safe community travel and developing programs designed to promote safe travel.	Council's efforts to improve community safety in transport should be formalised in the DTS to reflect the current practice and promote further improvements for pedestrians and public transport users.	New Action Item
-	Freight management Investigate and implement options to better manage freight transport. This will take into account the changing nature of freight, the freight industry, the transport network, key stakeholders and regulators.	The current Transport Strategy has very limited focus on the role freight plays in the road network. Given recent trends towards the delivery of goods to residential areas, enhanced by the shifts due to the pandemic, as well as the increased movement of goods across the road network, council should investigate options to manage the increased movement of heavy vehicles. This Action Item reflects this need.	New Action Item
-	COVID-19 transport response Monitor changing transport behaviours and needs arising from COVID and make temporary adjustments if needed during outbreaks to support community safety.	The pandemic has seen significant changes in the way that the road network was used in 2020 and 2021. This may result in the need for changes to be made in the future to how the road network is managed during these times of societal flux where behaviours change drastically.	New Action Item
-	Future transport changes Monitor long term changes in	This action item reflects the need to continually monitor long term travel	New Action

Action No.	New or Changed Action	Comments	Status
	commuting and transport behaviours and incorporate this into Council's transport improvements planning via its Local Area Place Making programs.	behaviour trends and ensure these are captured in Councils Local Area Place Making programs to enable the transport network to remain resilient and adaptive to the community's needs.	Item
-	Electric vehicle charging Develop policies to manage increasing demand for commercial or private Electric Vehicle charging infrastructure.	Electric vehicle usage is increasing and the demand for additional charging infrastructure is increasing, so developing policies to manage this is important. Further policy development will be required for how charging infrastructure will be managed in public spaces, such as public streets, for private charging infrastructure.	New Action Item
-	Electric vehicle charging Improve access to EV charging in Darebin.	Electric vehicle usage is increasing and the demand for additional charging infrastructure is increasing, so it is important for council to manage the transition to lower emission vehicles through the provision of charging infrastructure. This includes leveraging private sector investment, or funding opportunities through State & Federal Government.	New Action Item

New or changed Targets

Target No.	Original text (2007)	New or Changed Target	Comments	Status
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Target No.	Original text (2007)	New or Changed Target	Comments	Status
-	N/A	Increase the number of Electric Vehicle charging bays with charging infrastructure in approved public locations.	Measures the outcomes of new Action Item which seeks to increase the amount of charging capacity within Darebin in association with the development of policies to manage the transition to electric vehicles.	New Target

Summary of Policies, Actions and Targets

Item No	Current Status	Revised Item
P1	Ongoing	No change
P2	Ongoing	No change
P3	Ongoing	Revised Policy
P4	Ongoing	Merged with P3
P5	Ongoing	No change
P6	Ongoing	No change
A1	Ongoing	No change
A2	Ongoing	No change
A3	Ongoing	Revised Action
A4	Ongoing	Merged with A3
A5	Ongoing	No change
A6	Ongoing	No change
A7	Ongoing	No change
A8-1	Ongoing	No change
A8-2	Ongoing	No change
P7	Ongoing	No change

Item No	Current Status	Revised Item
P8-1	Ongoing	No change
P8-2	Ongoing	No change
P8-3	Ongoing	No change
A9	Ongoing	No change
A10	Ongoing	No change
A11	Ongoing	No change
A12	Ongoing	No change
A13	Ongoing	No change
A14	Ongoing	No change
A15-1	New Action	New Action
P9	Ongoing	No change
P10	Ongoing	No change
P11	Ongoing	No change
A16	Ongoing	No change
A17	Ongoing	No change
A18	Completed	Revised Action
A19	Ongoing	No change
A20	Ongoing	No change
A21	Ongoing	No change
A22	Ongoing	No change
A23	Ongoing	No change
A24	Ongoing	No change
P12	Ongoing	No change
P13	Ongoing	No change
P14	Ongoing	No change

Item No	Current Status	Revised Item
P8	Ongoing	No change
P14-1	Ongoing	No change
A25	Ongoing	No change
A26	Ongoing	No change
A27	Ongoing	No change
A29	Ongoing	Updated Action Item
A30-1	Ongoing	No change
P15	Ongoing	No change
A31	Ongoing	No change
A32	Ongoing	No change
A33	Ongoing	No change
A34	Ongoing	No change
A35	Ongoing	No change
A36	Ongoing	No change
A37	Ongoing	No change
A38	Ongoing	No change
T1	On track / more to be done	No change
T2	On track / more to be done	No change
T3	On track	No change
T4	On track	No change
T5	On track	No change
T6	On track / more to be done	No change
T7	More to be done	No change
T8	On track / more to be done	No change
T9	On track / more to be done	No change

Item No	Current Status	Revised Item
T10	On track	No change
T11	On track / more to be done	No change
T12	On track	No change
T14	On track	No change
T15	More to be done	No change
T16	On track / more to be done	No change
T19	On track	No change
T20	On track	No change
T21	More to be done	No change