












CITY OF DAREBIN

Strategic Transport Framework Plan

The Strategic Transport Framework Plan is a map outlining the roles that different roads and paths have in Darebin. The map guides Council so that we can strategically manage our transport network and the different needs of users.



KEY

-  Strategic Corridor (Primary Arterial Streets)
-  Primary Multi Modal Street
-  Secondary Multi Modal Street
-  Strategic Cycling Corridor
-  Key Cycling Corridor
-  Tram Route
-  Streets For People Corridor (including Key Cycling Corridor)
-  Train Station
-  Rail Grade Separation (Train bridges/underpasses)
-  Primary Pedestrian Routes
-  Secondary Pedestrian Routes

CITY OF DAREBIN

274 Gower Street, Preston
PO Box 91, Preston, Vic 3072
T 8470 8888 F 8470 8877
E mailbox@darebin.vic.gov.au
darebin.vic.gov.au

National Relay Service relayservice.gov.au

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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.
