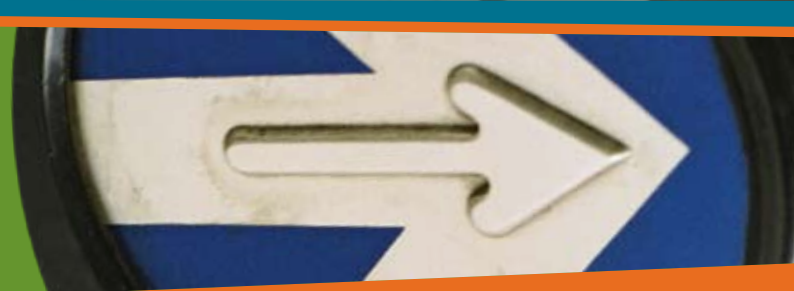




# GOING PLACES

Darebin Transport Strategy 2007 - 2027



Policies and Actions Updated: 2022

# 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

Darebin City Council acknowledges the Wurundjeri Woiwurrung people who are the Traditional Owners of the land on which Darebin stands. Darebin recognises their continuing connection to land, water and culture, and pay respects to Elders past, present and emerging.



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“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 25.





## 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\*\*** 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.

**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\*\*** 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.

**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.

**A8-1\*** Investigate opportunities for mixed use development around railway stations and improve bus, tram, walking and cycling accessibility around them.

**A8-2\*** Investigate ways to increase private investment in transport infrastructure in Darebin.

\* Denotes updated Policy/Action from the 2015 Darebin Transport Strategy refresh.

\*\* Denotes updated Policy/Action from the 2022 Darebin Transport Strategy refresh.

## 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.

**P8-1\*** 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.

**P8-2\*** Council supports improved public transport connections and level of service within Darebin, and to neighbouring municipalities.

**P8-3\*** Improve connections and access to public transport services by sustainable modes. This includes access by walking, cycling and proximity to car share vehicles.

## 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.

**A15-1\*\*** Promote community safety, with an emphasis on enhancing safety around public transport and improving perceptions of safety. This includes embedding community safety and equity into council's design practices, advocating for safe community travel and developing programs designed to promote safe travel.

# 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\* Develop a Walking Strategy and Pedestrian Priority Network.** Monitor and evaluate the delivery of the Strategy annually.

**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\*\* Progressively develop and update the Strategic Transport Framework Plan** to inform bike and e-bike related infrastructure priorities within Darebin, including ways to support local bike journeys, and deliver these changes through local area traffic management projects such as Your Street, Your Say.

**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.

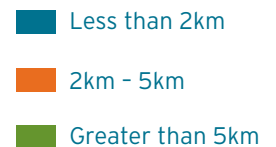
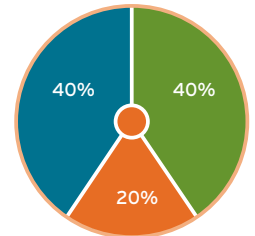
**A22 Install secure bicycle parking where it is lacking in key public destinations.** These may include shopping areas and local convenience stores.

**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



# 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.

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. The perception of safety also needs to improve.

## Policies

**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.

**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.

**P14-1\*** Encourage freight vehicles to use appropriate roads wherever possible to avoid the municipal road network.

## Actions

**A25\*\*** Implement the Road Space Allocation Framework with a focus on managing the road network in line with Movement and Place guidelines. 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.

**A26\*** 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.

**A27\*** Advocate for reduced speed limits in residential zones and activities centres to reduce risk to vulnerable road users and promote safer walking and cycling conditions.

**A29\*\*** Continue to manage access to parking in areas where demand is greater than supply with consideration of availability of accessible parking, economic development, equity, sustainability, and also improving the quality of parking supply in new developments.

**A30-1\*** Prepare and implement a Traffic Management Strategy taking into account the Darebin SmartRoads Network Operating Plan and Victoria's Transport Integration Act. The Strategy should introduce new assessment criteria for prioritising Darebin's precincts for Local Area Traffic Management (LATM) improvements. These improvements would support greater local living through improved conditions for walking, cycling, and public transport.

**A30-2\*\*** Investigate and implement options to better manage freight transport. This will take into account the changing nature of freight, the freight industry, the transport network, key stakeholders and regulators.

**A30-3\*\*** Monitor changing transport behaviours and needs arising from COVID and make temporary adjustments if needed during outbreaks to support community safety and access by sustainable modes.

**A30-4\*\*** Monitor long term changes in commuting and transport behaviours and incorporate this into Council's transport improvements planning via its Local Area Place Making programs. Manage emerging transport technologies, such as micromobility, on a case by case basis.

**A30-5\*\*** Develop policies to manage increasing demand for commercial or private Electric Vehicle charging infrastructure.

**A30-6\*\*** Improve access to EV charging in Darebin.



# Strategic Transport Framework Plan

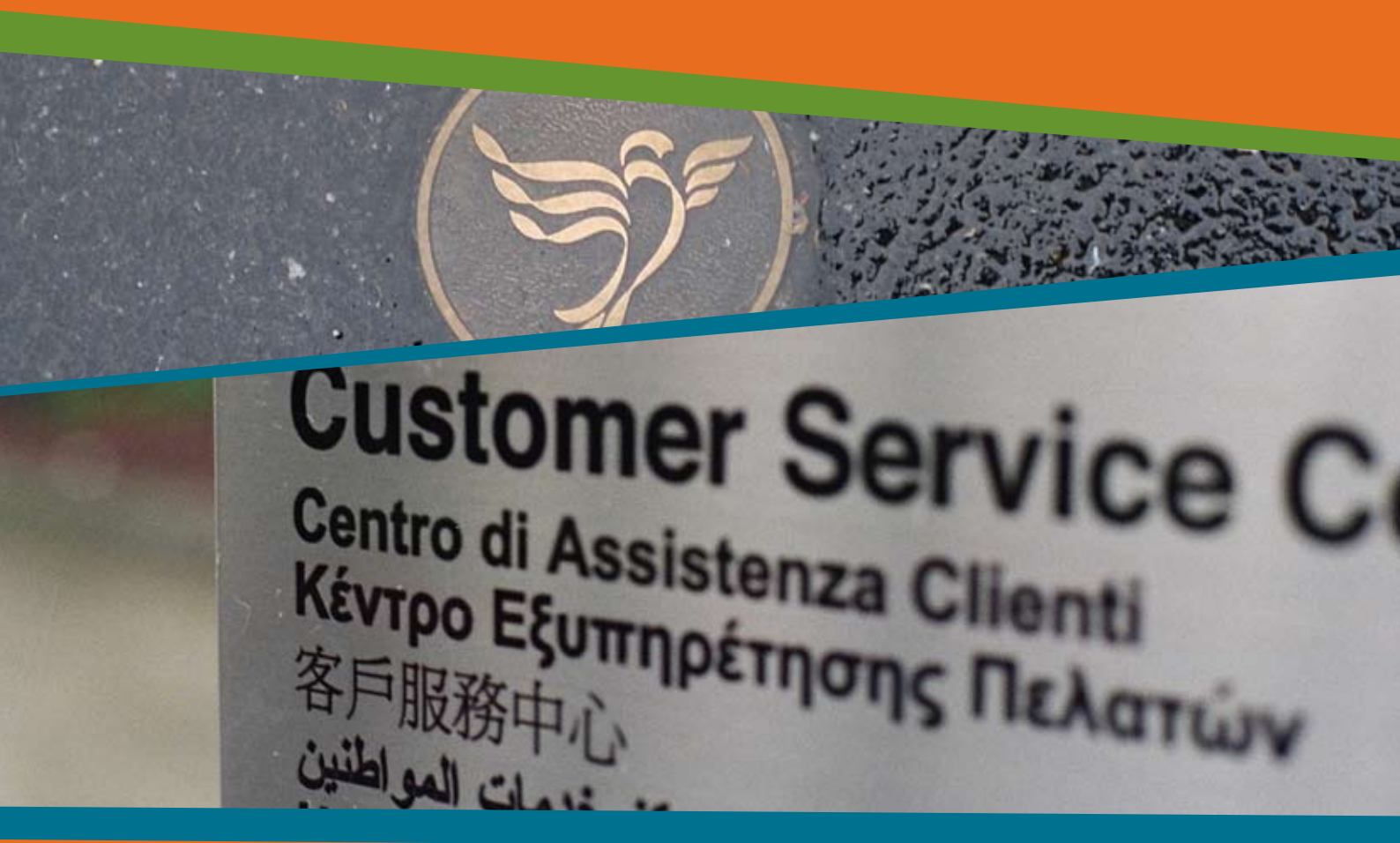
The Strategic Transport Framework Plan is a map outlining the roles that different roads and paths have in Darebin. The map guides Council so that we can strategically manage our transport network and the different needs of users.



# 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 active travel programs for students.** This includes supporting schools who adopt school travel plans, promoting and providing skill-based programs to students and parents, and directing schools to other active travel stakeholders and agencies.

# 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





- 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 amount of annual funding received from external sources for DTS projects.
  - Increase the number of car share bays in Darebin.
  - Increase proportion of residents living within 400m of Activity Centres, trains, trams and SmartBus corridors.
  - Increase the number of Electric Vehicle charging bays with charging infrastructure in approved public locations.
  - Increase mode share of trips by bicycle.
  - Reduction in crashes per trip for bicycle trips.
  - Increase the number of cycling trips made.
  - Maintain the proportion of residents who positively rate Council's work for bicycles.
- 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.

“ 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

# 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

Department of Infrastructure	Michael Pywell, Office of the Coordinator General Paul Hamer, Public Transport Division
Department of Victorian Communities	Eveline Kane, Local Government Victoria
VicRoads	Sam Pirrotta/Vince Punaro, Metropolitan North West Region
Department of Sustainability and Environment	David Kirkland/Lucy Botta
City of Darebin	Geoff Glynn (Chair)



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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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