City of DAREBIN

Darebin Cycling Strategy 2013-2018

Foreword

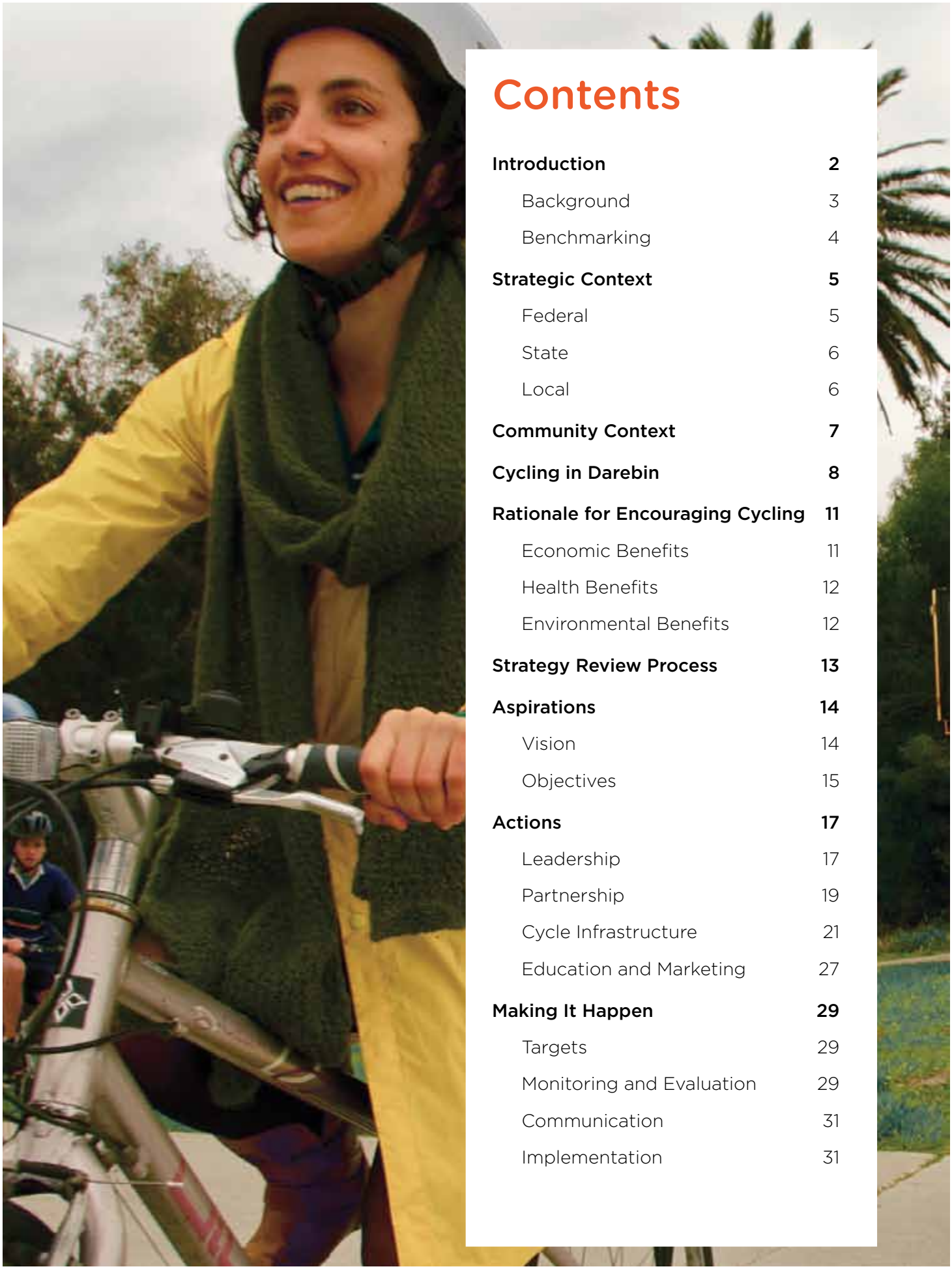
This *Darebin Cycling Strategy* is Darebin Council's five-year plan to create a culture of cycling by making riding in the City of Darebin enjoyable, relaxing and safe, and Darebin a place where using a bicycle is the best travel option for short and medium trips that can't be made on foot.

The *Darebin Cycling Strategy* builds on the achievements of the 2005 Cycling Strategy and the 1998 Bicycle Plan. With a comprehensive on-road cycling network, high-quality off-road shared paths, and a reputation for promoting cycling, Darebin has become one of Melbourne's most popular places to ride. With increasing numbers of riders in Darebin, Council has a responsibility to continue to improve cycling facilities, and provide for new and less confident riders.

An increased take-up of cycling in Darebin offers considerable health, personal, safety, environmental, economic and social benefits. By committing to creating a culture of cycling, Council continues to be a leader in providing for the future of our community.

The *Darebin Cycling Strategy* is about making cycling irresistible[1], and an integral part of life in Darebin.

1 *Pucher, John and Buehler, Ralph (2008) 'Making Cycling Irresistible: Lessons from The Netherlands, Denmark and Germany', Transport Reviews, 28:4, 495 — 528*



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DAREB
RIDE
TO WORK

Introduction

Cycling is an increasingly important mode of transport. There are many benefits in health, time saving, convenience, cost saving, congestion, liveability, sustainability, safety, and personal wellbeing.

Council developed the outgoing *Darebin Cycling Strategy* in 2005 The concepts in the 2005 strategy are still applicable, but the context has changed over the last seven years of growth in Darebin. During this time, Council has adopted two important new strategies: *Going Places – The Darebin Transport Strategy 2007 – 2027* (DTS) and the *Darebin Safe Travel Strategy 2010 – 2015* (DSTS), along with relevant policies and structure plans.

The DTS highlights how effective cycling and walking are in creating strong social networks, local accessibility and a vibrant economy, while reducing the negative environmental impacts of motor vehicle travel.

The DSTS demonstrates that pedestrians and people on bicycles cause the least harm on the road and need more protection from higher impact modes such as cars, motorcycles and trucks.

The *Darebin Cycling Strategy* has been developed collaboratively with various stakeholders. The development process included two stages of public consultation, followed by reviews by community and Council working groups, and consideration by the Darebin Bicycle Advisory Committee (DBAC).

BACKGROUND

The primary aim of the *Darebin Cycling Strategy* (DCS) is to encourage people travelling within or through Darebin to make more of their trips by bicycle.

The DCS is an update to the *Darebin Cycling Strategy 2005*, solidifying the relationship between it and other, newer Darebin Council strategies, including the DTS, the DSTS, and the *Darebin Community Health and Wellbeing Plan 2009* (DCHWP).

Darebin is experiencing strong, continuous growth in rates of cycling. This growth is related to the municipality's proximity to Melbourne's central business district (CBD), key education centres, dynamic economic hubs, relatively flat landscape and changing demographics. The community's awareness of the benefits of active transport is increasing and the Darebin community is calling for more support for cycling.

There are still significant barriers to cycling, such as safety concerns, and changes in the social and physical landscape of Darebin present new challenges, such as catering for increased residential density and gentrification. This strategy acknowledges that the barriers to cycling need to be addressed with a combination of proven solutions and innovative ideas. Darebin Council is building on its already strong reputation for implementing progressive transport and land use policies to promote the benefits of cycling.

The community's awareness of the benefits of active transport is increasing and the Darebin community is calling for more support for cycling.

BENCHMARKING TO INTERNATIONAL GOOD PRACTICE

Internationally, many of the most liveable and popular cities in the world have high rates of cycling and are working to encourage still more people to cycle more often by investing in cycling facilities and promoting their use.

For example, European cities like Berlin and Copenhagen are renowned for high levels of cycling with their residents using bicycles for 10 and 36 per cent of their trips respectively.[2,3] The number of people cycling to work in Portland, Oregon, USA, increased from around 2 per cent in 2000 to 6 per cent in 2009.[4,5] Cities like Sydney and New York are investing in building high-standard cycle facilities in response to more people cycling as well as proactively encouraging people to cycle for transport.

Between 2006 and 2012 bike riding increased by 130 per cent on key routes in Darebin's south.[6] This figure demonstrates the need to cater for bike riders in Darebin, but does not provide the whole picture, as the 2011 Census records only 4.3 percent of Darebin's employed population travelled to work by bicycle.[7] When current cycling rates and trip distances in Darebin are considered alongside traffic and transport data from these international cities, it is clear that the City of Darebin has considerable potential to increase cycling as a preferred mode of transport.

2 *Pucher and Buehler, At the Frontiers of Cycling 2007*

3 *Copenhagen: Solutions for Sustainable Cities 2011, www.kk.dk/Nyheder/2011/Maj/SustainableCph.aspx*

4 *Pucher, Buehler and Seinan Bicycling renaissance in North America? An update and re-appraisal of cycling trends and policies 2011*

5 *Geller, Becoming a Cycling City: Lessons from Portland 2010*

6 *Darebin Council Super Tuesday counts 2006 to 2012*

7 *ABS Journey to Work data, Census of Population and Housing, 2011*

Strategic context

FEDERAL

The Federal Government's *National Cycling Strategy* (NCS) provides a comprehensive overview of the societal and personal benefits of cycling to Australia.

The NCS targets actions which are best taken nationally, including data collection and analysis, consistent decision making, guidance and sharing examples of good practice. It acknowledges a need for delivery at all levels of government and by numerous stakeholders.

The goal of the NCS is to double the number of people cycling in Australia by 2016. For Darebin, this goal translates to increasing people cycling to work from the current average of 4.3 percent to 8.6 percent.[8]

STATE

The Victorian *Transport Integration Act 2010* articulates legislative support for promoting cycling as a sustainable mode by including cycling paths as part of the transport system. The Act also requires VicRoads to manage the road system to increase cycling, walking and public transport trips as a proportion of all transport trips.

Melbourne's Principle Bicycle Network maps proposed and existing cycle routes and includes Bicycle Priortiy Routes (BPR), a subset of routes that are identified within the SmartRoads User Hierarchy. The BPR's provide priority access into key destinations and are a focus for construction through VicRoads Bicycle Infrastructure Program.

The State Planning Policy Framework (SPPF) provides a context for spatial planning and decision making by planning and responsible authorities. This has direct relevance on how transport options, and in particular cycling infrastructure is planned, funded and implemented by Council and developers in changes of land use. The SPPF directs that planning should ensure development is within an integrated and sustainable transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movements of people and goods, and is safe. The particular provisions for required bicycle facilities, design and signage and the decision guidelines for varying, reducing or waiving these requirements are then set out under Clause 52.34.

8 *ABS Journey to Work data, Census of Population and Housing, 2011*

LOCAL

The City of Darebin Council Plan 2009 – 2014 sets out Council's strategic direction for community wellbeing, planning and land use. The following strategic objectives in the plan relate directly to cycling.

- We will advocate for a municipality that is well served by effective transport systems that are efficient, safe, sustainable and accessible.
- We will develop and implement land use and transport policies that achieve good environmental outcomes while responding to the municipality's ongoing development.
- We will work with the community to identify its health, wellbeing and safety needs, and develop and implement a coordinated response to these needs.
- We will provide and maintain a network of spaces and places designed for active and passive recreation opportunities.

The DTS and the DSTS detail the health, wellbeing and congestion benefits offered by increasing walking and cycling as modes of transport. The DSTS explores the low impact of cyclists on other road users compared to the high impact of motor vehicle drivers. It also mentions the physical vulnerability of cyclists compared with drivers.

In crashes between cars and those using more vulnerable modes, drivers have both physical protection and a greater likelihood of doing harm. The hierarchy of road users within the DTS gives preference to vulnerable, low-impact road users.

There are many synergies between the DCHWP and this DCS. The following three objectives of the DCHWP are particularly relevant to the vision of this strategy.

- Build the capacity of the community to engage in physical activity.
- Encourage and support healthy and sustainable travel choices through high quality infrastructure and awareness of local living and local options.
- Work with stakeholders to achieve a more effective and holistic transport system in Darebin.

The Municipal Strategic Statement (MSS) sets the future direction for Council's decision making and land use planning. Policies for transport are principally set out under Element 9 'Transport and Access' and contains the vision for an integrated transport system which contributes to sustainability and addresses current and future local and regional transport needs, for both public and private transport. This vision is reliant on planning for a reduction of car trip numbers and lengths, and increase in walking and cycling, with improved access, safety and quality of environment for walkers, cyclists and the disabled.

Community context

Darebin has a diverse community with a wide range of transport needs. The south of the municipality tends to have higher urban density, better access to services including public transport, and less socio-economic disadvantage. In the north, there is greater economic and social disadvantage, including higher unemployment and chronic illness, and less access to shops and services.

Almost one third of Darebin residents where born overseas and almost one quarter of Darebin's residents were born in non-English speaking countries. Over one third of Darebin's residents speak a language other than English at home. More than ten percent of Aboriginal and Torres Strait Islander Melbournians live in Darebin. Almost one in five Darebin residents have a disability.[9]

The use of a bicycle can address some issues faced by socially, culturally and linguistically diverse communities in Darebin including improving health and access to services, public transport and employment. However, the culturally, linguistically and socially diverse community in Darebin require tailored and innovative approaches to engage them and encourage them to choose the transport modes that benefit them the most.

Darebin's population is ageing. The number of residents aged 60 years and over is expected to continue to grow over the next two decades to make up one quarter of the population by 2031.[10] Many older adults face reduced mobility as they are no longer able to drive, using a bike may be a suitable alternative. Cycling has proven a popular option for older adults in many European countries.

Over the last decade, a wave of gentrification has radiated outward from Melbourne's inner city. In December 2007 the median house price in Darebin was $522,000 compared to the metropolitan Melbourne average of $485,000. An increasing proportion of Darebin residents work in white collar jobs and hold university degrees.[11]

Increasing densification, in particular within Activity Areas and along transport corridors, is increasing the number of residents in Darebin. Improving facilities for cycling where there is increased density, and therefore population, provides a strong incentive for people to choose to ride instead of driving or using public transport. In some cases people will be able to give up their cars altogether. By making better use of existing infrastructure, pressure on road and public transport networks is reduced instead of increased.

9 *Darebin Council: Council Plan 2009-2013*

10 *Darebin Council: Council Plan 2009-2013*

11 *Darebin Council: Council Plan 2009-2013*

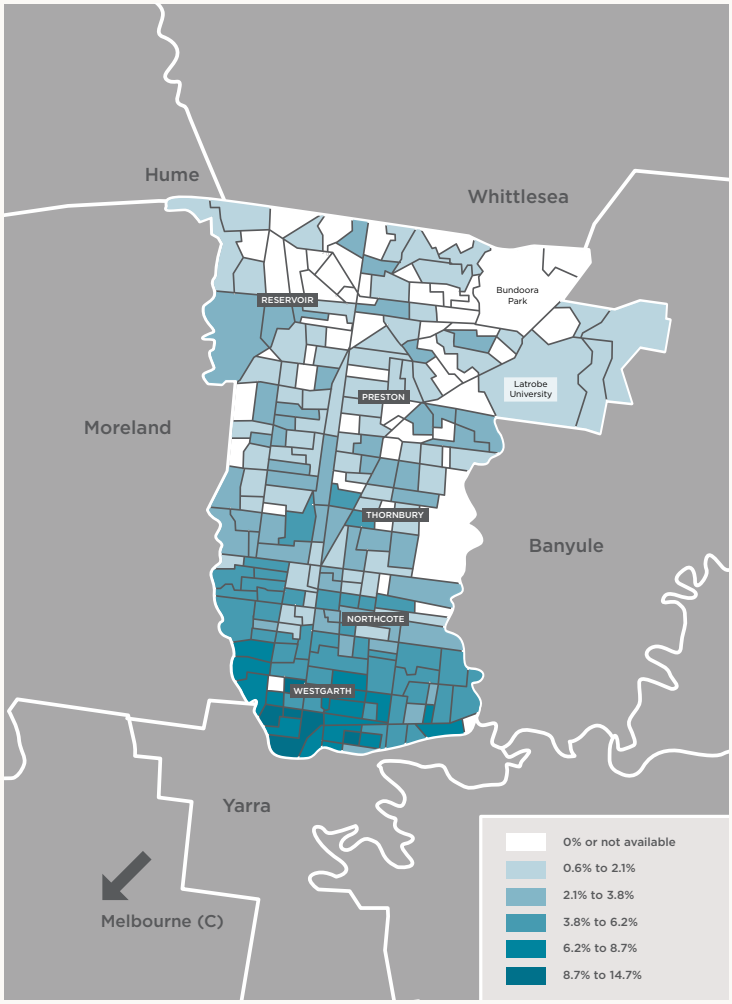
Cycling in Darebin

The Victorian Integrated Survey of Travel and Activity (VISTA) records an increase of 0.6% between 2007 and 2009 in the percentage of people choosing to travel by bicycle, and corresponding decrease in trips by car.[12] Darebin Super Tuesday counts also show an increasing number of people riding. Between 2007 and 2012 there was an increase in riders of 95% over the whole of Darebin.[13]

The ratio of women to men riding bikes is internationally accepted as an indicator of a wide social acceptance of cycling being a safe and desirable way to travel. The Melbourne Metropolitan average recorded in the 2011 Census shows two and a half times as many males as females cycling to work in the 24-54 age group, compared to twice as many males as females in Darebin.[14]

Figure 1 shows the percentage of those in Darebin using a bicycle for travel to work, showing that cycling levels are considerably higher in the south of the municipality. The biggest proportion of bicycle users went to work from Northcote (8.5 per cent) and the smallest from Reservoir (0.5 percent).[15]

Figure 1: People who travelled to work by bicycle (at any stage of their journey, as a percentage of total employed persons), City of Darebin 2006.[16]



12 *Victorian Integrated Survey of Travel and Activity (VISTA) 2007, Department of Transport. The number of trips made by car dropped 4%. In 2009 these trips were made by public transport (1,3% increase), walking (1.8% increase) and cycling (0,6% increase)*

13 *Total of ten indicator sites counted increased from 1349 to 2630 in Darebin Council Super Tuesday counts 2007 to 2012*

14 *ABS Journey to Work data, Census of Population and Housing, 2011*

15 *ABS Journey to Work data, Census of Population and Housing, 2006*

16 *ABS Journey to Work data, Census of Population and Housing, 2006*

While cycling participation in metropolitan Victoria is similar to the Australian average, and is largely recreational, (72% of trips in Victoria in past week were for recreation[17]) metropolitan Victoria has a high proportion of people who cycle for transport. Around 19 percent of Victorian residents, and half of all children under ten, ride at least once in a typical week. Just under two-thirds of households in Victoria have access to a bicycle.[18]

Darebin's leisure facilities are very popular, the two creek paths and other off road facilities being particularly well used as well as Darebin's two velodromes.

Darebin has a number of very popular cycling routes, which is demonstrated by the considerable increases in cycling over the last six years (130 percent on key routes).[19] Cycling in Darebin is also becoming safer, the relative risk of being involved in a crash while cycling decreased by 33 percent between 2007 and 2011.[20]

Half of all journeys made by Darebin residents are between 2 and 10km – ideal cycling distances – especially when one third of these trips are less than 5km.[21] The municipality is relatively flat, and has few geographic barriers within its borders. The creeks to the east, west and south, and Ring Road to the north limit the number of entry and exit points.

Figure 2 shows the proportion of cycling journeys for work originating in Darebin by their destination. The low numbers of trips to the north, east and west may be influenced by the physical barriers at these borders. The CBD is a large trip generator with good public transport alternatives; this supports the use of a bicycle for a proportion of those trips.

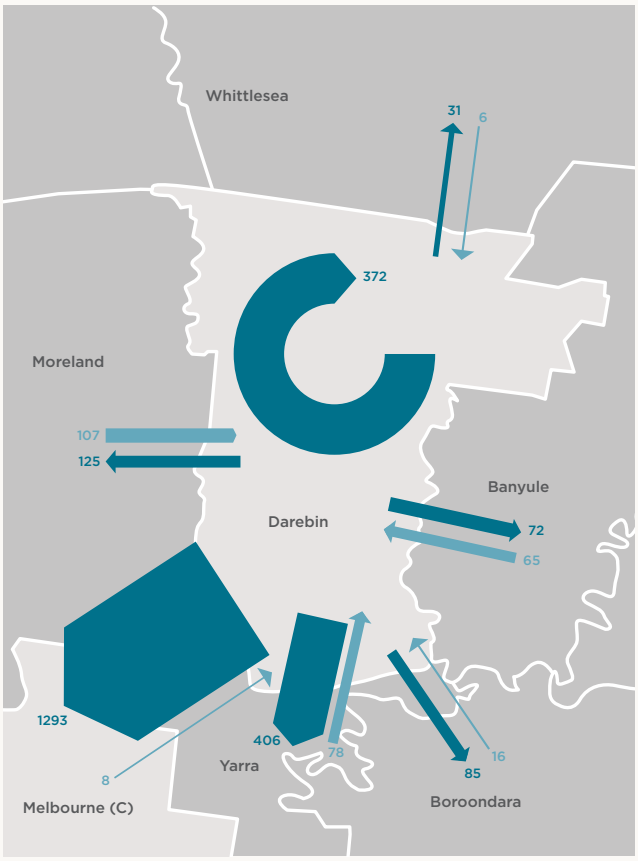


Figure 2 Cyclists riding into, out of and within Darebin for work, by destination[22]

The 2009 Victorian Integrated Survey of Travel and Activity (VISTA) shows that, in Darebin, non-work journeys across all modes of travel accounted for 80 percent of weekday journeys, but only 16 percent of all trips were made by walking or cycling.[23]

17 *National Cycling Participation Survey 2011, Australian Bicycle Council*

18 *National Cycling Participation Survey 2011, Australian Bicycle Council*

19 *Based on internal calculation of total rider numbers from Super Tuesday counts for ten key sites across Darebin between 2006 and 2012.*

20 *COD calculation based on VicRoads Crash Statistics and cycle count data.*

21 *Victorian Integrated Survey of Travel and Activity (VISTA) 2009, Department of Transport*

22 *ABS Journey to Work data, Census of Population and Housing, 2011*

23 *Victorian Integrated Survey of Travel and Activity (VISTA) 2009, Department of Transport*

Over twenty percent of journeys to work by all modes, from or within Darebin, are 5km or less – a comfortable cycling distance.[24] Figures 3 and 4 depict the proportion of work journeys from Darebin to local destinations, separated by mode.

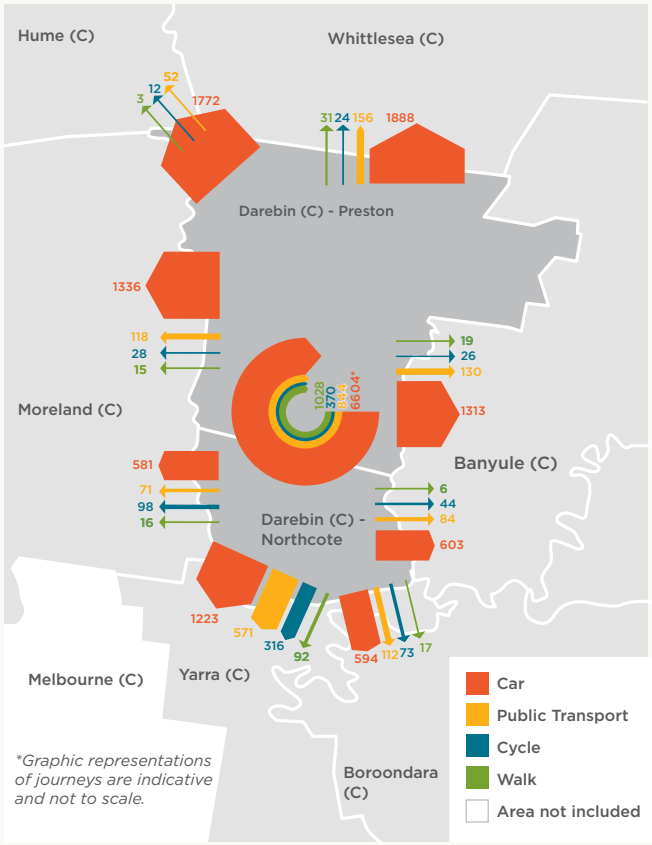


Figure 3 Mode used to travel from Darebin Statistical Local Areas for work, to adjacent Statistical Local Areas[25]

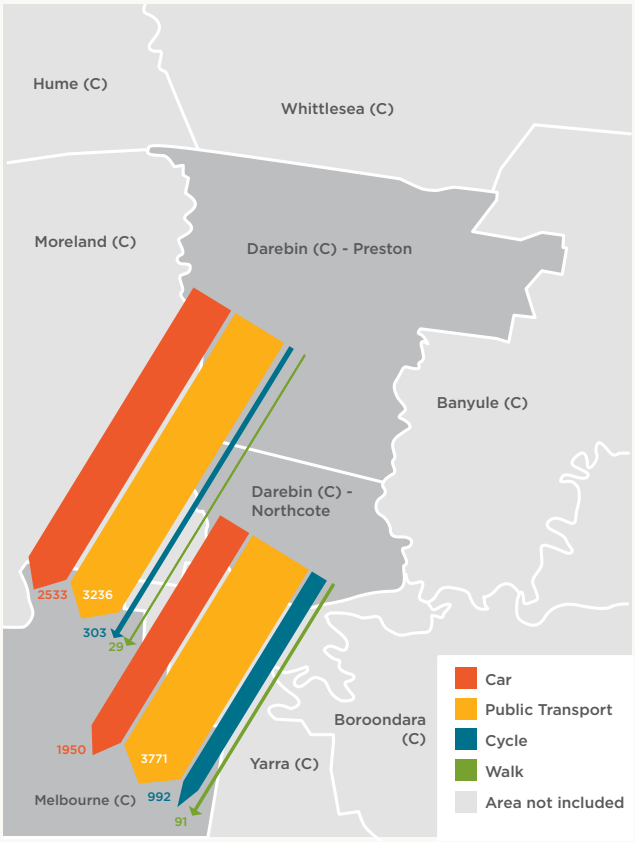


Figure 4 Mode used to travel from Darebin Statistical Local Areas to work within Melbourne Statistical Local Area[26]

Figure 3 looks at trips to adjacent municipalities, and Figure 4 to the CBD. The largest movement by all modes is to the CBD, but there are also significant volumes of people travelling to local destinations north of Darebin. The high number of local trips being made by car demonstrates the potential forincreasing the number of people using their bikes.

24 *Victorian Integrated Survey of Travel and Activity (VISTA) 2009, Department of Transport*

25 *ABS Journey to Work data, Census of Population and Housing, 2011*

26 *ABS Journey to Work data, Census of Population and Housing, 2011*

Rationale for investing in cycling

ECONOMIC BENEFITS

There are strong economic incentives for people to ride bicycles more, namely savings on fuel and car registration, insurance and maintenance.

More broadly, land values tend to increase substantially where there are high-quality cycle facilities.[27] Research has also shown that retail businesses benefit from more people using bicycles to shop, not to mention growth in cycling businesses.[28, 29]

Local, State and Federal Governments benefit on many fronts when fewer people drive and find alternatives to public transport. The previous Victorian Cycling Strategy reported that the cost of road congestion to the Victorian economy was up to $2.6 billion a year in 2006,[30] while the National Cycling Strategy, suggests that the "annual avoidable cost of traffic congestion in Australian cities will rise to over $20 billion by 2020".[31]

Public transport and roads are under increasing capacity pressures, and the use of the bicycle for short and medium trips is a positive means of relieving congestion on roads and public transport.

Investing in improved bicycle infrastructure makes economic, transport, health and environmental sense. A recent review of 16 economic valuations of transport infrastructure or policies reported a median benefit-cost ratio (BCR) of five dollars benefit for every dollar invested in walking and cycling projects. In contrast to the favourable BCRs for bicycle infrastructure, many road construction projects struggle to break even.[32]

Figure 5 Comparison of space utilisation of 69 people, 69 cyclists and 60 cars[33]

27 *The Economic Benefits of Bicycle Infrastructure Investments, League of American Bicyclists, 2009.*

28 *http://streetsblog.net/2011/11/15/more-evidence-that-bike-lanes-are-good-for-local-businesses/, 2011*

29 *What is the economic contribution of cyclists compared to car drivers in inner suburban Melbourne's shopping strips, Alison Lee, 2008*

30 *Victorian Competition and Efficiency Commission, Making the Right Choices: Options for managing Transport Congestion, State of Victoria, 2006.*

31 *Commonwealth of Australia BITRE (2007): Estimating urban traffic and congestion cost trends for Australian cities, Working Paper No.71 p92 http://www.btre.gov.au/publications/56/Files/wp71.pdf*

32 *Cutting cycling funding is economic non-sense, The Conversation,Jan Garrard, 2012*

33 *The Canberra Transport Photo, Cycling Promotion Fund, 2012*

HEALTH BENEFITS

The Heart Foundation Australia recommends that adults include at least 30 minutes or more of moderate-intensity physical activity on most, if not all days of the week.[34]

Cycling is a great means of integrating exercise into the day, and by cycling for transport, people can engage in physical activity without investing extra time, money or commitment in making it happen. Transport options that provide incidental exercise offer people with busy lives a means of reducing their risk of disease and ill health. Leisure cycling is also an important and enjoyable means of getting daily exercise to maintain health and wellbeing.

The costs of ill health are impacting both the public and the private sector: "in 2008, Medibank Private estimated the total economic cost of physical inactivity to the Australian economy to be $13.8 billion each year".[35] Incorporating active travel into your daily routine can help to address overweight and obesity, reduce the risk of cardiovascular disease, type two diabetes and some forms of cancer.[36] "Specifically, getting children out of cars, and using active transport instead, is believed to be the single most effective way to improve physical activity rates and reduce obesity in children."[37]

ENVIRONMENTAL BENEFITS

Even a small reduction in short vehicle trips can generate a significant reduction in emissions – shifting 5 per cent of car trips to bicycle could reduce emission impacts by up to 8 per cent.[38] Darebin's *Climate Change and Peak Oil Adaptation Strategy* reinforces the role transport choices play in our ability to minimise the impact of our community on climate change, as well as its resilience to the changes we are expected to experience due to climate change.

34 *www.heartfoundation.org.au/active-living/physical-activity*

35 *Medibank Private (October 2008): The cost of physical inactivity*

36 *Australian Institute of Health and Welfare: Australia's Health 2006, AIHW Catalogue AUS73*

37 *Mackett, R.L (2005): The therapeutic value of children's everyday travel, Transportation Research: Part A: Policy and Practice 39(2-3): p. 205 - 219*

38 *Victoria Transport Policy Institute: Energy Conservation and Emission Reduction Strategies, http://www.vtpi.org/tdm/tdm59.htm*

Strategy review process

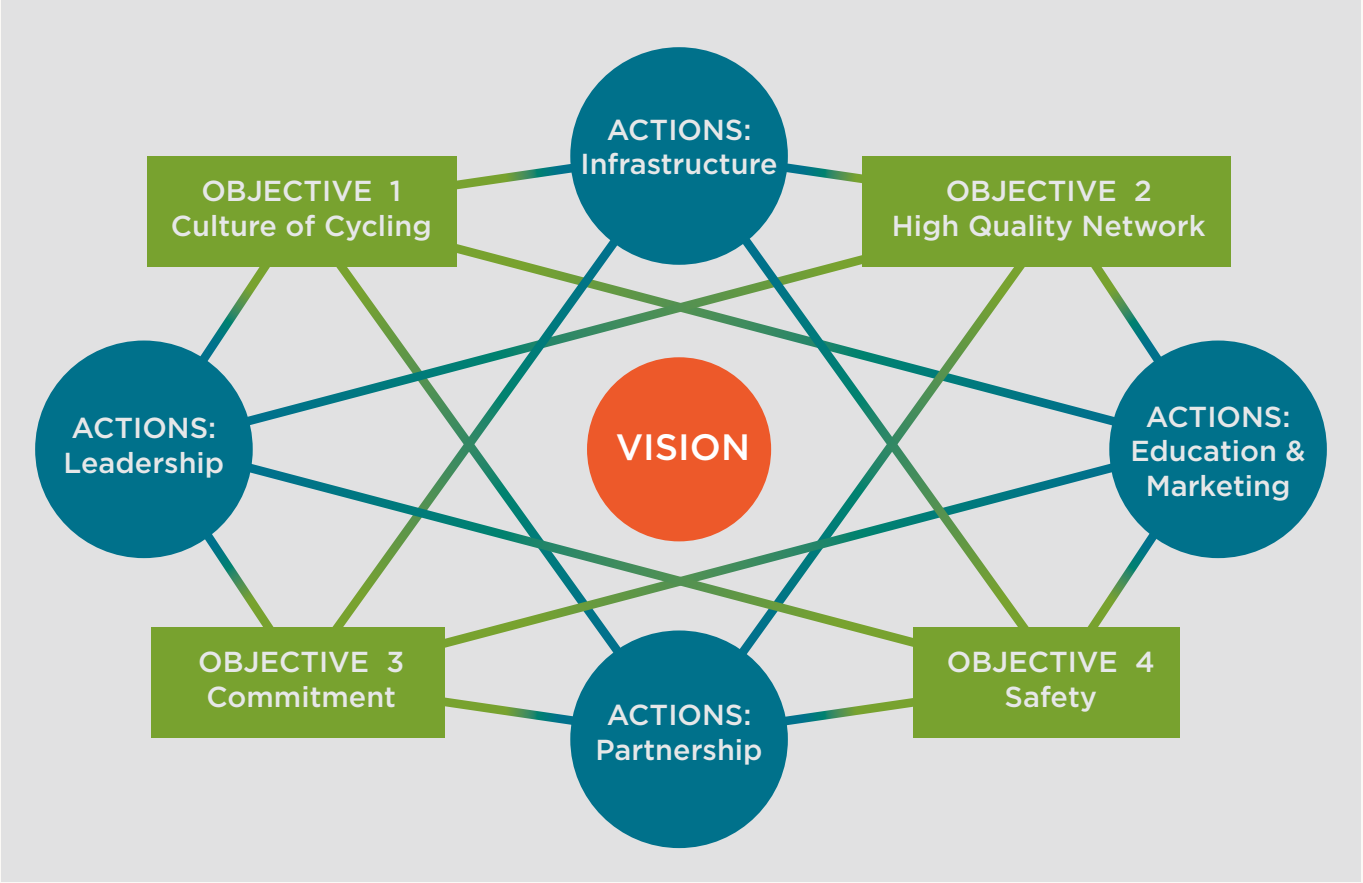
The *Darebin Cycling Strategy* review has utilised a collaborative process. The Strategy has been developed with feedback and input from an internal reference group, community surveys, consultation with local cycling groups, neighbouring Councils, a community working group, and audits of cycle facilities.

A wide variety of literature was consulted in the review of the strategy, including:

- the *Darebin Transport Strategy*
- Darebin's *Community Health and Wellbeing Plan 2009 – 2013* which sets out the strategic framework for enhancing the health and wellbeing of the Darebin community
- an independent technical report with an assessment of Darebin's cycling baseline. This provides a long-term future plan of the cycling network, and maps routes prioritised for works over the life of the strategy
- other local government cycling and transport strategies and good practice from around the world.

Aspirations

Vision: To make cycling in Darebin enjoyable, relaxing and safe, so that cycling is the default option for trips between 2 and 7 km for the Darebin community.



OBJECTIVES

The following four objectives will help us to achieve the vision of the *Darebin Cycling Strategy.*

1 Foster a culture of cycling where the bicycle is the first choice for trips between 2 and 7 km.

The available data suggests that there is an opportunity to shift a proportion of trips made by car to bicycle. This strategy outlines how conditions for riding will be improved, and using a bike will be marketed and promoted, creating a situation where more people will choose to cycle instead of drive.

In cities where there is a culture of cycling, riding a bike is the natural and best choice for many trips, and this is acknowledged by all sectors of society, within legislation and in the city's economic priorities. As part of Darebin's strategy, the profile of cycling will be raised in a positive manner to and through the media, educational institutions and workplaces, and the wider community to begin building a culture of cycling.

2 Create a cohesive high quality network of cycle friendly routes accessing popular destinations both within Darebin and the larger Metropolitan network that are suitable for use by those of all abilities, ages and backgrounds.

To make cycling the default option for short and medium trips, people of all ages, backgrounds and varying abilities must be able to use a bicycle to get where they want to go. The *Darebin Cycling Strategy* continues Darebin's development of a network that is safe, easy and enjoyable to use, with sensible and intuitive connections to key destinations, and a variety of routes throughout the municipality.

A range of cycling facilities are described in the Action Plan, each appropriate to the specific location. Facilities range from improving traffic signals and road layouts for bike riders, to installing cycle parking at destinations. When deciding how to treat a particular route or location, considerations will include the importance of the route within the cycle network; priority within pedestrian, public transport, freight and vehicle networks; volume and speed of motor traffic; how often cyclists use it, and whether pedestrians use it.

Small improvements, such as completing missing links, can greatly increase the attractiveness of a route. The *Darebin Cycling Strategy* identifies issues on popular routes and network gaps that need to be addressed, and outlines where permeability for bike riders will be improved. All of these changes will remove barriers to cycling.

End of trip facilities, coordination with public transport, way finding signage, and recreational facilities are also important considerations in creating a cycle-friendly environment.

Providing end-of-trip facilities creates a link with public transport, making it easier for people to use their bikes for longer multi-modal journeys, while increasing the profile and security of cycling.

Way finding signage should identify routes that avoid busy roads, often preferable for bike riders. Promoting pleasant routes to popular destinations helps cycling to become a real alternative to driving. Way finding signage can also have the added benefit of encouraging other road users to see cycling as a legitimate alternative.

Council's strategy will encourage cycling for recreation.

3 Express a long-term commitment to building a culture of cycling and engage key partners and stakeholders in prioritising investment in cycling

Creating a culture where riding a bike is the preferred option for trips between 2 and 7km for most people needs commitment from Local, State and Federal Governments.

Darebin Council will work closely with agencies, including State and Federal Government, VicRoads, VicTrack, Melbourne Water, Parks Victoria, Victoria Police, La Trobe University, service authorities, advocacy organisations to communicate the benefits of cycling, and ensure their commitment to promoting cycling as a preferred mode of transport.

4 Continue to improve the safety of cycling

The perception of a lack of safety is one of the key barriers to getting more people to ride. The relative risk of cycling in Darebin has reduced over the last five years, lowering this risk further, and changing perceptions of the safety and relative benefits of riding is key to the success of this strategy.

The strategy prioritises actions that improve the safety of cycling. This will be addressed by providing facilities that people enjoy using, and feel safe for all users, reducing motor vehicle speeds, enforcing traffic laws, driver education, cycling skills courses, and promoting cycling as a safe and enjoyable alternative.

The DSTS focuses on protecting walkers and cyclists as vulnerable road users and placing more responsibility on high-impact users such as drivers. Where cyclists share space with pedestrians they hold a similar responsibility as the higher impact user. With this value at its core, the *Darebin Cycling Strategy* promotes all transport mode users to respect each other and use the road or path graciously and safely.

ACTIONS

Research from cities that have strong cycling cultures indicates that both infrastructure and non-infrastructure solutions are required to create a shift to cycling on a large scale.

The *Darebin Cycling Strategy* balances the need to show leadership, create partnerships, improve the cycling infrastructure, promote the benefits of cycling and increase community engagement in cycling as a means of transport.

The strategic objectives of this strategy are addressed in actions categorised through the four core categories of leadership, partnership, infrastructure, and education and marketing. Many of the actions within these four categories apply to more than one of the four objectives above.

A full list of the actions can be found in the Implementation section of this document.

Leadership

Darebin Council is known for its culture of innovation and leadership, and is ideally placed to demonstrate best practice in this field. *The Darebin Transport Strategy 2007 – 2027*, and more recently the *Darebin Safe Travel Strategy 2010 – 2015,* outlined forward thinking approaches to promoting and delivering sustainable transport options.

Our leadership through this strategy will improve accessibility, social inclusion, health, environment, air quality, community safety and congestion in Darebin.

Leadership Actions

01 Raise the profile of cycling, and promote the benefits of a cycling culture to health, congestion, social inclusion, environment, air quality, accessibility and community safety so that Council's approach to priority and investment is understood and supported within the community and by partner organisations.

02 Develop a robust monitoring and evaluation methodology for cycling over the life of the strategy and advocate to State Government for consistent, high quality cycling data collection to assist local government to better plan for cycling infrastructure.

03 Engage the community, including residents, businesses and educational institutions in promoting and supporting cycling through information, events and promotional activities celebrating a culture of cycling.

04 Develop and evaluate innovative design standards for high-quality cycle provision, prioritising bike riders over higher impact modes when on bike routes and managing conflict between pedestrians and bike riders on shared paths. Promote these standards internally, to other councils, government agencies and others working in the transport field.

05 Councillors and Council Officers will continue to employ best practice and act as role models by sending positive messages about cycling and using bicycles for short and medium trips.

06 Advocate for reduced speed limits in local streets and other areas where cycling and walking are priority modes.

PARTNERSHIP

To deliver the *Darebin Cycling Strategy*, working in partnerships is essential. The Darebin Bicycle Advisory Committee will be the key reference group for the delivery of the strategy. Other partners key to enabling delivery include:

- VicRoads
- Department of Transport
- Public Transport Victoria
- neighbouring councils
- Bicycle Network Victoria
- Cycling Victoria
- Darebin Bicycle User Group
- La Trobe University
- Melbourne Water
- VicTrack
- Victoria Police
- service providers
- bicycle promotion organisations
- education facilities
- businesses
- employers
- neighbourhood houses
- health promotion organisations
- community groups
- sporting groups.

A great deal of work is being done by many agencies to encourage people to cycle and Darebin Council will support this work where appropriate. There are also a number of opportunities to build new partnerships so that cycling is a higher priority across a range of organisations.

Partnership Actions

07 Build relationships and effective communication with other areas of Council to ensure an understanding of the benefits of cycling and cycling infrastructure permeates Council's business approach.

08 Continue to engage with the community to understand and investigate emerging cycling issues in Darebin. Research the causes of any issues and develop solutions in partnership with users and other key stakeholders. Improve methods of two-way communication with the community.

09 Advocate to government agencies and State and Federal Governments for road rules and design guidelines and processes that prioritise cyclists' safety and amenity.

10 Advocate to Federal and State Governments and government agencies for funding and partnership opportunities to improve the cycling network and for investment and partnership to promote cycling.

11 Advocate to State Government and other agencies for the State Planning Policy Framework to support improved cycling provision through stronger policy and mandatory provision for new developments.

12 Ensure that Council's land use planning process requires cycle facilities that offer a high level of service to bike riders, reducing the need for driving for residents, employees and visitors to new developments.

13 Work with VicRoads to improve Bicycle Priority Routes and the Principle Bicycle Network for bike riders.

14 Work with VicTrack and Melbourne Water to develop standards for providing paths and facilities on their land, and making this a simpler and less time-intensive process. Partner with these land owners to develop and implement plans for cycling and walking facilities through their land.

15 Work across Council to implement cycling infrastructure as opportunities arise.

16 Promote cycling to school and for families through cycle training for teachers, children and parents. Provide resources to support cycling for schools, kindergartens and childcare facilities, including cycle stands, cycle sheds, access to bicycles suitable for riding with children and improvements to routes to schools.

17 Liaise with neighbouring councils to promote cycling, acknowledging that many of those who make trips within Darebin travel to or from other municipalities. Work with these neighbours to increase connectivity and level of service, and where possible ensure it is consistent across municipal boundaries. Advocate for improvements of key routes used by Darebin bike riders.

18 Partner with community groups, neighbourhood houses and health promotion organisations to promote cycling and provide cycle training for beginners and less confident bike riders.

19 Support businesses in promoting cycling by supplying on-street cycling facilities, including cycle parking, replacing car parking, and encouraging businesses to install cycle parking facilities on their property. Work with large businesses to promote cycle commuting and fleet bikes for work-related journeys.

20 Work with public transport providers to improve provision for bike riders.

21 Work with universities and other adult education institutions to promote cycling.

22 Partner with community and sporting groups to support cycling for recreation and health.

23 Partner with Victoria Police to increase enforcement of road rules and encourage safe behaviour by all road users.

CYCLE INFRASTRUCTURE

It is widely accepted that provision of high-quality cycling infrastructure, in combination with comprehensive promotion and engagement programs is essential to creating a culture of cycling. A high-quality cycle network that can be comfortably used by people of all ages and abilities removes the key barrier of safety concerns and helps to make cycling enjoyable.

Darebin Council has already made considerable investments in the cycle network, increasing on-road cycle lanes from 26 km to 45.5 km since 2005 and off-road paths from 18 km to 25.5 km. Our flagship projects from this period include building the Darebin Road Underpass and Koonda Lat Bridge, successfully advocating for the St Georges Road roundabout to be remodelled, and way finding along the Merri Creek Trail.

Rider needs and appropriate provision

A culture of cycling has people of all ages and backgrounds riding.

New and less confident riders, young people, older adults and some leisure cyclists prefer routes where there is less interaction with motor vehicles, or routes where bicycles are given more priority and drivers will treat them with respect. Many existing, confident riders also enjoy riding in situations where there is less traffic, but may also choose to ride on highly trafficked routes for speed or convenience.

Retrofitting Darebin's existing road and off-road transport network to provide for cyclists will be challenging. Limited carriageway space and conflicting demands from pedestrians, cyclists, public transport, freight and car drivers means that compromises may be necessary. The road user hierarchy assigns priority, and will guide design decisions in these circumstances.

Generally where there are high speeds or traffic volumes, segregating cyclists from motor traffic is desirable. However, providing segregation from motor vehicles can be complex where it is retrofitted into existing streetscapes.

There is great potential to continue to provide high quality, attractive facilities in Darebin. There are a number of under-utilised off-road spaces, large residential areas made up of quiet back streets, and a network of higher-volume roads that still have space to accommodate cyclists. Each of these environments has its own challenges, including stakeholder and community buy-in, the need to provide an appropriate solution, and cost.

There are a range of barriers to be overcome in encouraging people to start cycling, but examples from Europe suggest that providing routes that are attractive and enjoyable play a big part.

Network planning and strategic priorities

Having a connected, attractive and easily understood network of routes in Darebin is important. Creating this network will be a process achieved over time. Figure 6 details a vision for planning and investment in cycling where there are high-quality, continuous routes evenly spread throughout the municipality, serving popular destinations within and outside of Darebin. These routes were identified through community consultation and through the Cycling Strategy Technical Report.

The map shows a range of route types, including:

orange: key cycling corridors that are continuous throughout the municipality

blue: local access routes that fill gaps in the network and provide alternatives to main roads

yellow: other routes that serve local destinations or add to the network through local residential streets.

This high-level, long-term network plan has been assessed to create a five-year action plan. The key corridors and local access routes shown in Figure 6 were each prioritised by volume and types of riders, connectivity to destinations and other routes, timeframe for improvements, quality of facility type, how well maintained they are, and how safe they feel.

The top five key corridors and top five local access routes are shown in Figure 7. These ten routes were reviewed to make up the detailed action plan for infrastructure investment in the life of this strategy.

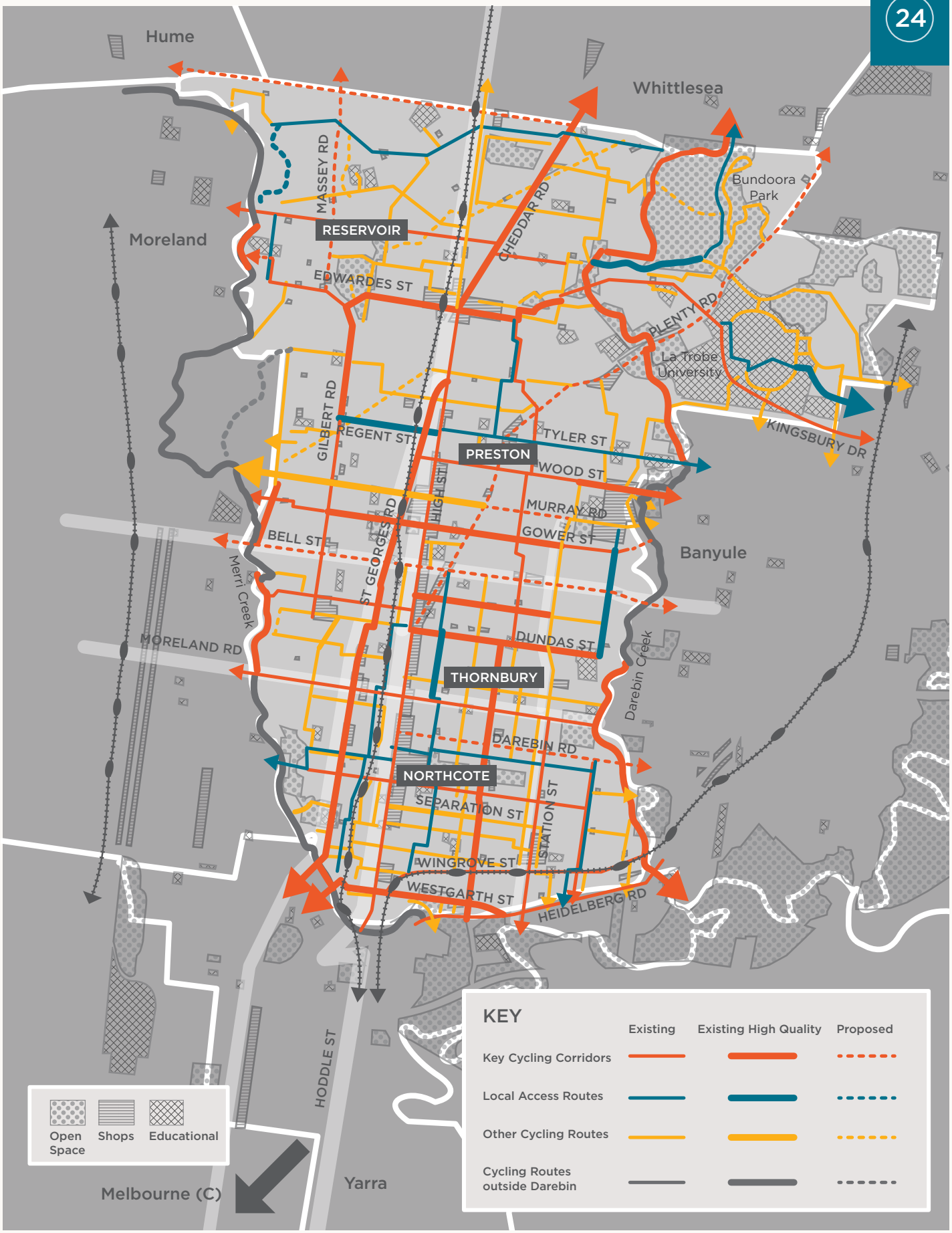


Figure 6 Darebin bicycle network for investment[39]

39 *Cycling Strategy Technical Report, SKM, 2012*

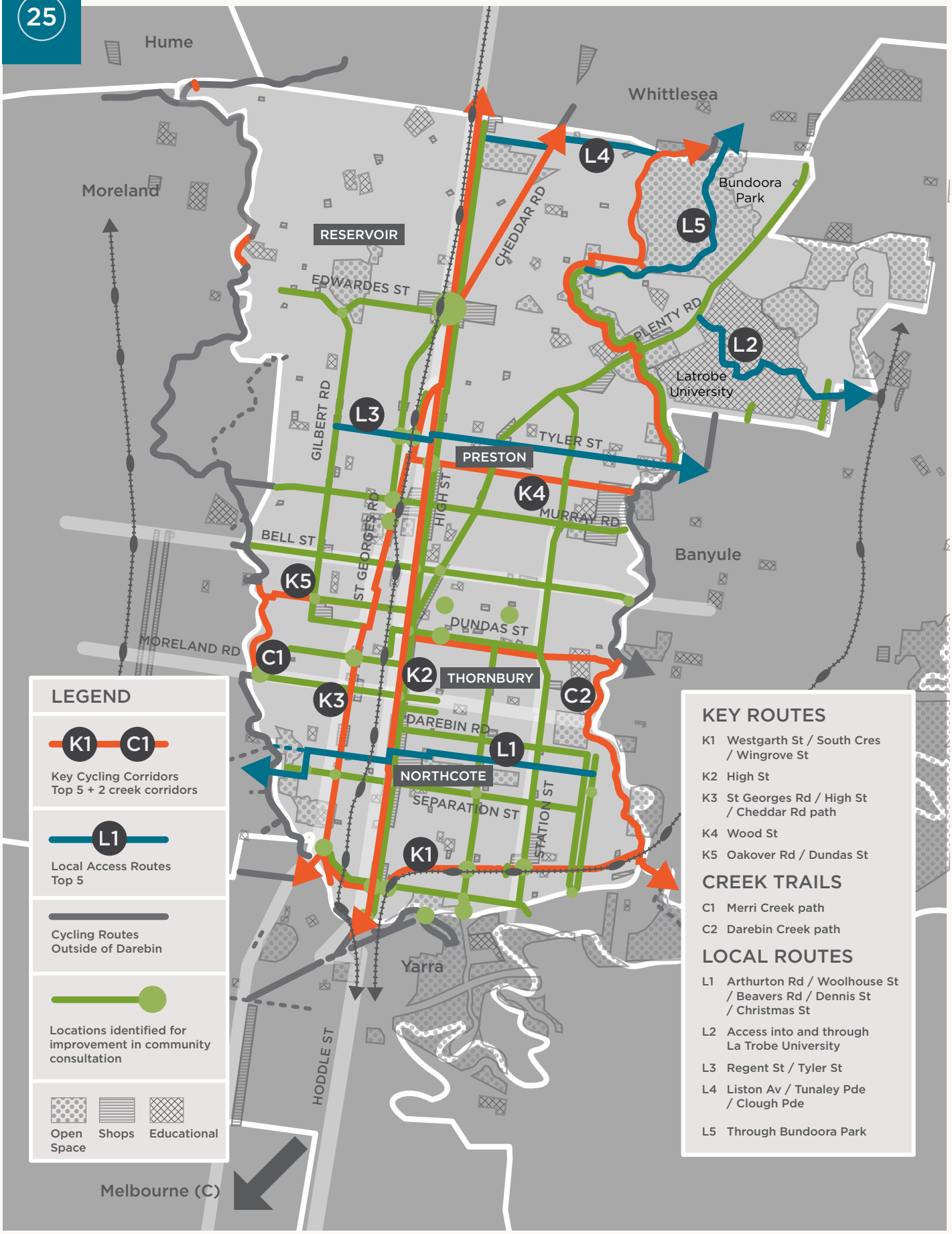


Figure 7 Map of top 5 key cycling corridors, top 5 local access routes and 2 creek paths for five year Action Plan[40]

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40 *Cycling Strategy Technical Report, SKM, 2012*

Cycle Infrastructure Actions

24 Implement the actions in the Cycle Strategy Technical Report Action Plan within the life of this Strategy.

25 Regularly review all Council customer requests and planned works, such as programmed road reconstructions and partnerships with other agencies, against the Cycle Strategy Technical Report Action Plan to identify and prioritise cycle improvements.

26 Advocate to VicRoads, service providers and others to improve non-Darebin Council infrastructure such as Arterial Roads, major traffic control items, and rail and pipe corridors for walking and cycling.

27 Measure the quality and connectivity of Darebin's bicycle network to provide meaningful information about its usefulness as a transport mode.

28 Design and construct facilities that are attractive to all users, from children to older adults, and take into account Darebin's diverse demographic.

29 Review VicRoads' planned road reconstructions, line marking and changes to signal phasing to ensure that cycle priority on cycle routes is maintained or improved.

30 Design all new cycle infrastructure to Australian and Victorian standards and Darebin design guidelines, taking into account latest international good practice. Where necessary, retrofit existing facilities to meet current guidelines and best practice. User test new designs prior to construction.

31 Provide high-quality design guidelines so that road reconstructions and new line markings are in line with Council standard high-quality design practice.

32 Ensure all Council cycle facilities are included in Council's planned maintenance regime.

33 Provide cycle parking at key destinations, including innovative cycle parking solutions such as cycle parking on sign poles, in car parking spaces, at public transport interchanges, and in dense residential developments and workplaces. Provide high-quality cycle parking at new and upgraded council facilities. Encourage schools and workplaces to develop end-of-trip facilities.

34 Develop and install cycle way finding and signage to increase the connectivity and clarity of cycling routes and links to public transport.

35 Review existing cycling sport and recreational facilities within Darebin with a view to meeting current and future demand.

EDUCATION AND MARKETING

Social marketing, education and promotion, when combined with infrastructure improvements, have been demonstrated to be highly effective ways to change cultural attitudes and behaviour. These methods are also cost-effective.

While the benefits of cycling are often quoted – health, time, social, economic, congestion, noise and emissions reductions, and environmental – these need to be quantified and made real to generate public enthusiasm for cycling.

Darebin Council has developed a number of social marketing programs over the past ten years, successfully creating environments that have supported people to change to more sustainable transport modes. Specific programs to support cycling have included cycle training and education. Learning from international and national best practice, we are aware that there are other creative and innovative opportunities for using positive social influence to overcome barriers to change.[41]

Social marketing programs can be targeted to specific groups or concerns, for instance reducing conflict by promoting mutual respect by all users on roads, and on paths.

In Copenhagen, where cycling is common, cycling is the fastest mode of travel, which is by far the main reason people choose to cycle.

Barriers to cycling

Barriers to replacing car travel and public transport with cycling include time, weather, lack of quality facilities, safety, boredom, inferiority, multiple journey purposes, lack of end-of-trip facilities, and the perception that cycling is slow and inconvenient.[42] When promoting cycling to a particular group, it is important to understand which barriers the group experiences, so that Council can take the most appropriate approach.

Motives for cycling

The prime motivators for people in Australia to walk or cycle are the health benefits and the length of the trip, as shown in Figure 8.[43] In Copenhagen, where cycling is common, cycling is the fastest mode of travel, which is by far the main reason people choose to cycle. The next most common reasons are that it is more convenient, healthy, cheap and a good way to start the day. Environmental rationale was the least important for those surveyed.[44]

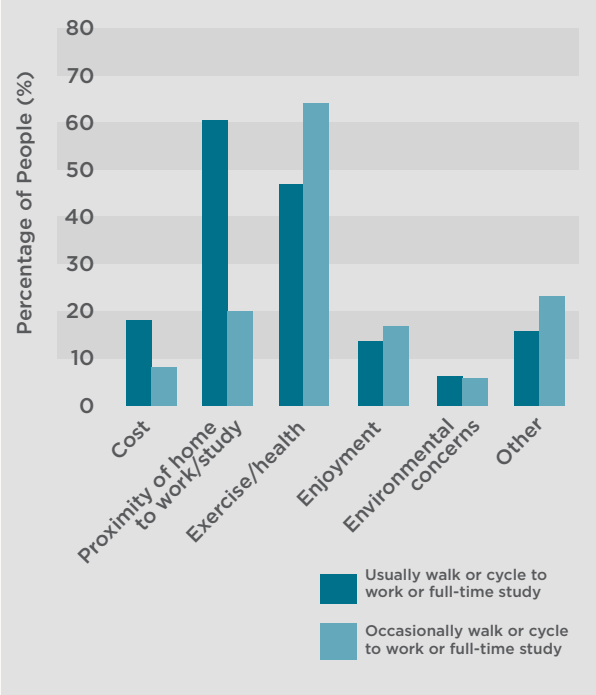
41 *Enabling Cycling Strategy, City of Sydney, 23 November 2010*

42 *Encouraging Walking and Cycling: Focus Group Final Report Victorian Department of Transport 2009*

43 *Australian National Cycling Strategy - Australian Bureau of Statistics (2009): Environmental issues: Waste Management and Transport Use, Cat. no. 4602.0.55.002*

44 *Copenhagen City of Cyclists Bicycle Account 2010*

Figure 8 Reasons Australians cycle to work or full-time study by user type[45]



Education and Marketing Actions

36 Develop and deliver an Action Plan to raise the profile of, and promote cycling to the wider community. Including use of social media, cycling events, supporting community leaders to become cycling champions, working with media to develop newsworthy stories, and investment in high-profile cycling facilities that are interesting and unusual, for example artistic cycle stands, art on cycle routes and creative way finding solutions.

37 Develop and deliver promotional program highlighting the wider issues behind investing in cycling in Darebin.[46]

38 Develop and deliver a campaign to promote mutual respect and gracious behaviour by all road and path users to reduce conflict and improve safety.

39 Develop monitoring and evaluation programs for all new and existing marketing and promotional campaigns to ensure they are effective, and to allow strong cost–benefit analysis.

40 Develop a tailored marketing campaign promoting cycling when new cycling infrastructure is constructed or other significant improvements are made so that the maximum benefit can be seen from Council's investment and so that all road users understand the way the infrastructure functions.

41 Promote and support cycling by people from diverse backgrounds through local community groups, events and wider publicity.

42 Regularly update online cycle route information and other resources on the Darebin Council website and continue to update, improve and widely distribute the Darebin TravelSmart map.

43 Continue to invest in, improve and promote cycle training for beginners, those lacking confidence and for school students and advocate for cycle training to be included in the school curriculum.

44 Promote and support cycling for leisure, health and sport.

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45 *Australian National Cycling Strategy - Australian Bureau of Statistics (2009): Environmental issues: Waste Management and Transport Use, Cat. no. 4602.0.55.002*

46 *Big Picture Campaign, Enabling Cycling Strategy, City of Sydney, 23 November 2010*

Making it happen

The *Darebin Cycling Strategy* builds on the achievements of previous strategies, working to develop a culture of cycling where people use bicycles for most of their short and medium trips.

Council will measure the success of the strategy with the following targets and measures and report annually to the Darebin Bicycle Advisory Committee (DBAC), where relevant data exists.

TARGETS

01 Increase percentage of trips by bicycle in comparison to other modes of transport in Darebin to eight percent over the life of the strategy.

02 Reduce the relative risk of being involved in a crash while cycling in Darebin by 50 percent over the life of the strategy.

03 Increase cycling trips in Darebin by eight percent annually.

04 Implement 20 percent of the Cycling Infrastructure Action Plan improvements to key and local cycling routes per annum.

05 Maintain resident satisfaction with cycling paths, lanes, maintenance, marketing and education at current level or better.

MONITORING AND EVALUATION

Monitoring and evaluation is an important part of any strategy, allowing a value for money assessment to be made, and for programs and facilities to be targeted and approached in the most effective manner.

The objectives will guide the development of the evaluation plan, and the above targets will be used to monitor the success of the strategy. The measures used to monitor the success of this Strategy in reaching these five targets are described in Table 1. These targets will be used to report on the four core implementation categories of leadership, partnership, infrastructure, and education and marketing.

The monitoring and evaluation framework of the Strategy includes annual reporting to the DBAC on the delivery of actions to the time line and within budget, and ongoing collection of data to enable benchmarking of component programs.

Table 1: Monitoring methodology for Darebin Cycling Strategy

TARGET #	MEASURE	TARGET	SOURCE	ACTION AREA
1	% bicycle mode share trips to work from Darebin	Increase mode share of trips by bicycle from 4.3% to 8.6% in 2018.[47]	ABS Journey to Work data, Census of Population and Housing, Victorian Integrated Survey of Travel and Activity (VISTA), Department of Transport	Infrastructure, Leadership, Partnership, Education and Marketing
2	Number of crashes involving bicycles in Darebin per bicycle trips in Darebin	Reduction in crashes per bicycle trips from 13 per 1 million to 7 per 1 million over the life of the Strategy.[48]	VicRoads CrashStats ABS Journey to Work data, Census of Population and Housing, Victorian Integrated Survey of Travel and Activity (VISTA), Department of Transport Regular cycle counts	Infrastructure, Leadership, Partnership, Education and Marketing
3	% bicycle trips in Darebin	Increase cycling trips by 8% annually in Darebin from 2630 in 2012.[49]	Regular cycle counts	Infrastructure, Leadership, Partnership, Education and Marketing
4	% of actions completed in Cycling Action Plan annually	20% per year	Council records	Infrastructure, Leadership, Partnership
5	% of respondents who rate Council's performance at 6 or more, on a 10 point scale in:	Maintain performance higher than:	Darebin Community Survey	Infrastructure, Leadership, Partnership, Education and Marketing
	Maintenance of off-road shared paths	90%		
	Provision of on road bike lanes	70%		
	Provision of safe off-road shared paths	85%		
	Information and promoting cycling and walking	75%		

47 *ABS Journey to Work data, Census of Population and Housing, 2011.*

48 *COD calculation based on VicRoads Crash Statistics and Darebin cycle count data to 2011, and Victorian Integrated Survey of Travel and Activity (VISTA) 2007 and 2009, Department of Transport.*

49 *COD calculation of total rider numbers from Super Tuesday counts for ten key sites across Darebin between 2006 and 2012.*

COMMUNICATION

Good communication is one of the keys to successfully implementing the *Darebin Cycling Strategy*. Darebin Council will achieve this by:

- developing and implementing a cycling communication plan which will include the use of web based media, local press and Darebin publications, in addition, providing targeted publications as appropriate
- working with stakeholders to develop projects and programs that reflect the goals of the *Darebin Cycling Strategy* and gathering feedback on the progress of the Strategy
- promoting the *Darebin Cycling Strategy* to relevant organisations, councils, State Government agencies and other stakeholders
- communicating changes and key messages around cycling safety, behaviour and benefits to our community through the web and other media
- communicating cycling messages that are appropriate and meaningful to Culturally and Linguistically Diverse (CALD) communities.

IMPLEMENTATION

The actions in this implementation list have been categorised into the four areas of leadership, partnership, infrastructure, and education and marketing. Many of the actions within these four categories apply to more than one of the four strategic objectives below.

OBJECTIVE 1
Culture of Cycling

Foster a culture of cycling where the bicycle is the first choice for short and medium trips.

OBJECTIVE 2
High Quality Network

Create a cohesive high-quality network of cycle friendly routes accessing popular destinations both within Darebin and the larger Metropolitan network that are suitable for use by those of all abilities, ages and backgrounds.

OBJECTIVE 3
Commitment

Express a long-term commitment to building a culture of cycling and engage key partners and stakeholders in prioritising investment in cycling.

OBJECTIVE 4
Safety

Continue to improve the safety of cycling.

ACTION	OBJECTIVE 1. Culture of Cycling	2. High Quality Network	3. Commitment	4. Safety
LEADERSHIP				
1 Raise the profile of cycling, and promote the benefits of a cycling culture to health, congestion, social inclusion, environment, air quality, accessibility and community safety so that Council's approach to priority and investment is understood and supported within the community and by partner organisations.	●	●	●	●
2 Develop a robust monitoring and evaluation methodology for cycling over the life of the strategy and advocate to State Government for consistent, high quality cycling data collection to assist local government to better plan for cycling infrastructure.	●		●	
3 Engage the community, including residents, businesses and educational institutions through information, events and promotional activities celebrating a culture of cycling.	●		●	●
4 Develop and evaluate innovative design standards for high-quality cycle provision, prioritising bike riders over higher impact modes when on bike routes and managing conflict between pedestrians and bike riders on shared paths. Promote these standards internally, to other councils, government agencies and others working in the transport field.	●	●	●	●
5 Councillors and Council Officers will continue to employ best practice and act as role models by sending positive messages about cycling and using bicycles for short and medium trips.	●		●	
6 Advocate for reduced speed limits in local streets and other areas where cycling and walking are priority modes.		●		●
PARTNERSHIP				
7 Build relationships and effective communication with other areas of Council to ensure an understanding of the benefits of cycling and cycling infrastructure permeates Council's business approach.	●	●	●	●
8 Continue to engage with the community to understand and investigate emerging cycling issues in Darebin. Research the causes of any issues and develop solutions in partnership with users and other key stakeholders. Improve methods of two-way communication with the community.	●	●	●	●
9 Advocate to government agencies and State and Federal Governments for road rules and design guidelines and processes that prioritise cyclists' safety and amenity.	●	●	●	●
10 Advocate to Federal and State Governments and government agencies for funding and partnership opportunities to improve the cycling network and for investment and partnership to promote cycling.	●	●	●	●
11 Advocate to State Government and other agencies for the State Planning Policy Framework to support improved cycling provision through stronger policy and mandatory provision for new developments.	●	●	●	
12 Ensure that Council's land use planning process requires cycle facilities that offer a high level of service to bike riders, reducing the need for driving for residents, employees and visitors to new developments.	●	●	●	
13 Work with VicRoads to improve Bicycle Priority Routes and the Principle Bicycle Network for bike riders.	●	●	●	●
14 Work with VicTrack and Melbourne Water to develop standards for providing paths and facilities on their land, and making this a simpler and less time-intensive process. Partner with these land owners to develop and implement plans for cycling and walking facilities through their land.	●	●	●	●

ACTION	OBJECTIVE 1. Culture of Cycling	2. High Quality Network	3. Commitment	4. Safety
15 Work across Council to implement cycling infrastructure as opportunities arise.	●	●	●	●
16 Promote cycling to school and for families through cycle training for teachers, children and parents. Provide resources to support cycling for schools, kindergartens and childcare facilities, including cycle stands, cycle sheds, access to bicycles suitable for riding with children and improvements to routes to schools.	●	●	●	●
17 Liaise with neighbouring councils to promote cycling, acknowledging that many of those who make trips within Darebin travel to or from other municipalities. Work with these neighbours to increase connectivity and level of service, and where possible ensure it is consistent across municipal boundaries. Advocate for improvements of key routes used by Darebin bike riders.		●	●	●
18 Partner with community groups, neighbourhood houses and health promotion organisations to promote cycling and provide cycle training for beginners and less confident bike riders.	●		●	●
19 Support businesses in promoting cycling by supplying on-street cycling facilities, including cycle parking, replacing car parking, and encouraging businesses to install cycle parking facilities on their property. Work with large businesses to promote cycle commuting and fleet bikes for work-related journeys.	●	●	●	
20 Work with public transport providers to improve provision for bike riders.	●	●	●	
21 Work with universities and other adult education institutions to promote cycling.	●	●	●	
22 Partner with community and sporting groups to support cycling for recreation and health.	●	●	●	
23 Partner with Victoria Police to increase enforcement of road rules and encourage safe behaviour by all road users.	●		●	●
CYCLE INFRASTRUCTURE				
24 Implement the actions in the Cycle Strategy Technical Report Action Plan within the life of this Strategy.	●	●	●	●
25 Regularly review all Council customer requests and, planned works, such as programmed road reconstructions and partnerships with other agencies, against the Cycle Strategy Technical Report Action Plan to identify and prioritise cycle improvements.		●	●	●
26 Advocate to VicRoads, service providers and others to improve non-Darebin Council infrastructure such as Arterial Roads, major traffic control items, and rail and pipe corridors for walking and cycling.	●	●	●	●
27 Measure the quality and connectivity of Darebin's bicycle network to provide meaningful information about its usefulness as a transport mode.	●	●	●	●
28 Design and construct facilities that are attractive to all users, from children to older adults, and take into account Darebin's diverse demographic.	●	●	●	●
29 Review VicRoads' planned road reconstructions, line marking and changes to signal phasing to ensure that cycle priority on cycle routes is maintained or improved.		●	●	●
30 Design all new cycle infrastructure to Australian and Victorian standards and Darebin design guidelines, taking into account latest international best practice. Where necessary, retrofit existing facilities to meet current guidelines and best practice. User test new designs prior to construction.	●	●	●	●

ACTION	OBJECTIVE 1. Culture of Cycling	2. High Quality Network	3. Commitment	4. Safety
31 Provide high-quality design guidelines so that road reconstructions and new line markings are in line with international best practice.		●		●
32 Ensure all Council cycle facilities are included in Council's planned maintenance regime.		●		●
33 Provide cycle parking at key destinations, including innovative cycle parking solutions such as cycle parking on sign poles, in car parking spaces, at public transport interchanges, and in dense residential developments and workplaces. Provide high-quality cycle parking at new and upgraded council facilites. Encourage schools and workplaces to develop end-of-trip facilities.	●	●	●	
34 Develop and install cycle way finding and signage to increase the connectivity and clarity of cycling routes and links to public transport.	●	●	●	
35 Review existing cycling sport and recreational facilities within Darebin with a view to meeting current and future demand.	●	●	●	
EDUCATION AND MARKETING				
36 Develop and deliver an Action Plan to raise the profile of, and promote cycling to the wider community. Including use of social media, cycling events, supporting community leaders to become cycling champions, working with media to develop newsworthy stories, and investment in high-profile cycling facilities that are interesting and unusual, for example artistic cycle stands, art on cycle routes and creative way finding solutions.	●		●	●
37 Develop and deliver a promotional program highlighting the wider issues behind investing in cycling in Darebin.[50]	●		●	●
38 Develop and deliver a campaign to promote mutual respect and gracious behaviour by all road and path users to reduce conflict and improve safety.	●		●	●
39 Develop monitoring and evaluation programs for all new and existing marketing and promotional campaigns to ensure they are effective, and to allow strong cost–benefit analysis.	●		●	●
40 Develop a tailored marketing campaign promoting cycling when new cycling infrastructure is constructed or other significant improvements are made so that the maximum benefit can be seen from Council's investment and so that all road users understand the way the infrastructure functions.	●	●	●	●
41 Promote and support cycling by people from diverse backgrounds through local community groups, events and wider publicity.	●		●	●
42 Regularly update online cycle route information and other resources on the Darebin Council website and continue to update, improve and widely distribute the Darebin TravelSmart map.	●			
43 Continue to invest in, improve and promote cycle training for beginners, those lacking confidence and to school students and advocate for cycle training to be included in the school curriculum.	●		●	●
44 Promote and support cycling for leisure, health and sport.	●	●		

50 *Big Picture Campaign, Enabling Cycling Strategy, City of Sydney, 23 November 2010.*

Acknowledgements

The City of Darebin would like to acknowledge the following groups for their support and contribution to the Darebin Cycling Strategy:

- Darebin Council Steering Group
- Cycling Strategy Working Group
- Darebin Bicycle Advisory Committee
- SKM
- Council staff
- Darebin Bicycle User Group.

We would also like to acknowledge the contribution of all the residents, community groups and agencies who were involved in the consultation process and who helped to shape this Darebin Cycling Strategy for the community.

This document is the Cycling Strategy (2013-2018) for the City of Darebin, a plan for council to improve cycling in the municipality.

If you would like more information or have any queries, please call the Darebin City Council Multilingual Telephone line on 8470 8470, tell us the language you speak and you will be connected to either a Council staff person who speaks your language or to an interpreter.

Arabic

هذا المستند عبارة عن استراتيجية ركوب الدراجات الهوائية (2013-2018) لمجلس مدينة داربين، وهي عبارة عن خطة يستند إليها المجلس لتحسين ركوب الدراجات الهوائية في البلدية. اتصل على الرقم 8470 8470 واخبرنا باللغة التي تتحدثها وسوف يتم توصيلك إما بموظف في المجلس يتحدث لغتك أو بمترجم شفهي.

Chinese

這份文件是有關戴瑞賓市議會的單車策略(2013-2018)。該策路是一份旨在改善市政府轄區內踏單車事宜的計劃。請致電8470 8470告訴我們你說的語言，然後你將被接駁到一名能說你的語言的市議會工作人員或一名傳譯員。

Greek

Αυτό το έγγραφο είναι η Στρατηγική Ποδηλασίας (2013-2018) για το Δήμο του Darebin, ένα σχέδιο για να βελτιώσει ο Δήμος την ποδηλασία στο δήμο. Καλέστε στο 8470 8470, πείτε μας τη γλώσσα που μιλάτε και θα συνδεθείτε είτε με ένα άτομο από το προσωπικό του Δήμου που μιλά τη γλώσσα σας είτε μ' ένα διερμηνέα.

Italian

Questo documento è la Cycling Strategy (2013-2018) per la City di Darebin, un progetto comunale per il miglioramento delle piste ciclabili nella municipalità. Chiamate il numero 8470 8470, diteci quale lingua parlate e verrete collegati con un membro del personale del comune che parla la vostra lingua oppure con un interprete.

Macedonian

Овој документ е за Стратегијата за велосипеди (2013-2018) за Општина Даребин, план на општината како да го подобри велосипедизмот во општината. Јавете се на 8470 8470, кажете ни кој јазик го зборувате и ќе ве поврземе или со службеник на општината кој го зборува вашиот јазик или со преведувач.

Vietnamese

Tài liệu này là Sách Lược Đạp Xe (2013-2018) cho Thành Phố Darebin, một kế hoạch để hội đồng cải thiện hoạt động đi xe đạp trong thành phố. Vui lòng gọi số 8470 8470 và cho chúng tôi biết ngôn ngữ quý vị sử dụng. Quý vị sẽ được kết nối với một nhân viên của hội đồng biết ngôn ngữ của quý vị hoặc một thông dịch viên.

City of DAREBIN

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