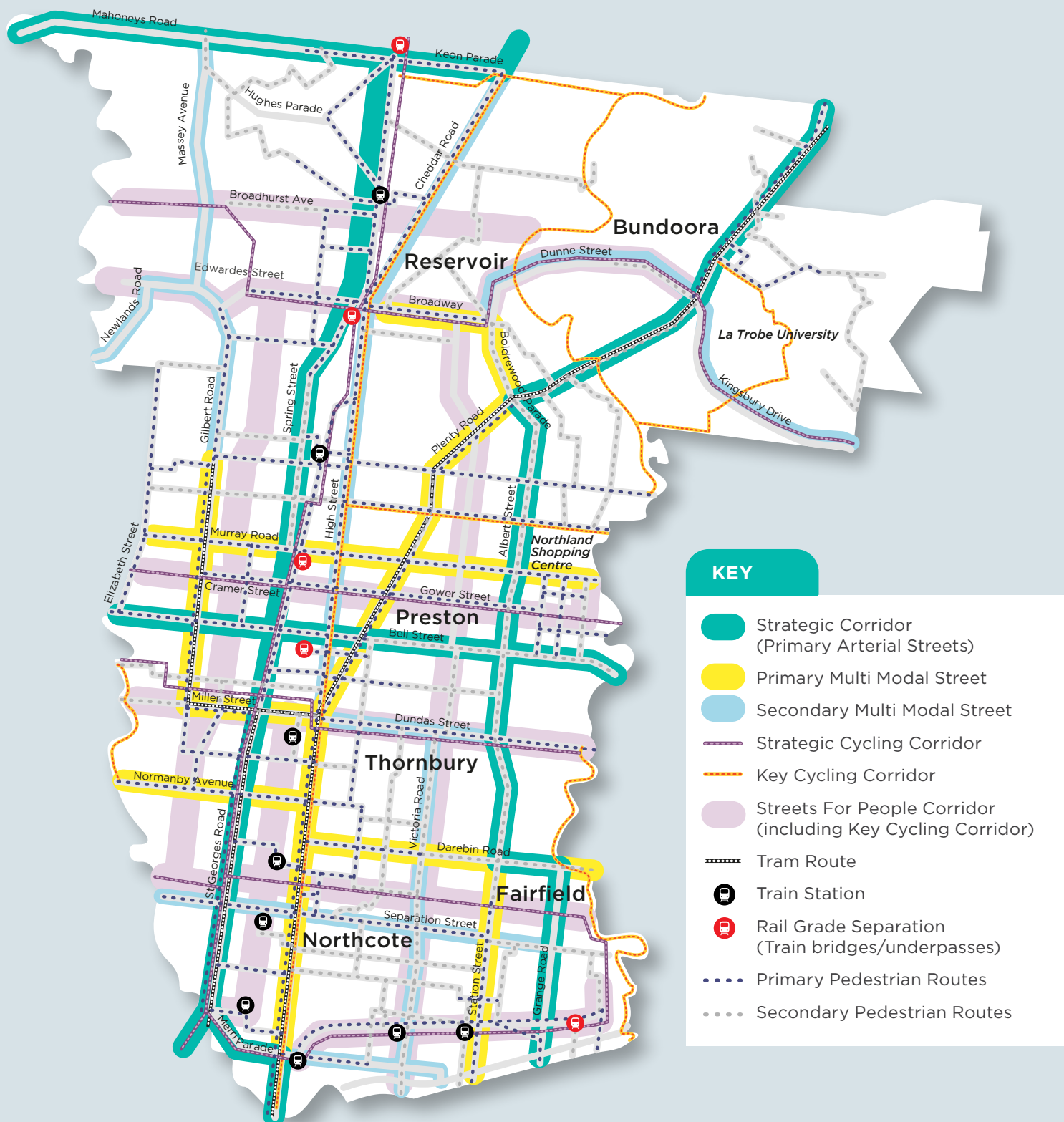


# Strategic Transport Framework Plan

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



## KEY

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

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# Glossary

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**Strategic corridor  
(Primary Arterial  
Streets)**

Major roads that are intended to provide for significant regional and local movement. These roads have been identified as primary routes for traffic movement. A secondary priority is the provision of safe walking and cycling in these streets.

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**Primary Multi  
Modal Street**

Roads that provide for a mixture of different transport types and road uses. Highest priority is given to public transport in these streets, with consideration given to walking and cycling.

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**Secondary Multi  
Modal Street**

Roads that provide for a mixture of different transport types and road uses. Highest priority is given to pedestrians and cyclists in these streets, with consideration given to public transport where appropriate.

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**Strategic Cycling  
Corridor**

Cycling routes of state importance.

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**Key Cycling  
Corridor**

Cycling routes of Council importance.

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**Streets For  
People Corridor**

Streets for People Corridors seek to re-imagine what local streets in Darebin can be for the community, promoting sustainable transport and creating safer streets for walking and cycling. Streets for People Corridors are also Key Cycling Corridors.

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**Primary Pedestrian  
Routes**

These routes are where the highest level of pedestrian activity is expected. High priority is given to pedestrians at these locations. These routes form the foundation of the Principal Pedestrian Network.

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**Secondary  
Pedestrian Routes**

These routes are part of the Principal Pedestrian Network but provide a secondary role. Increased priority is given to pedestrians at these locations.

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