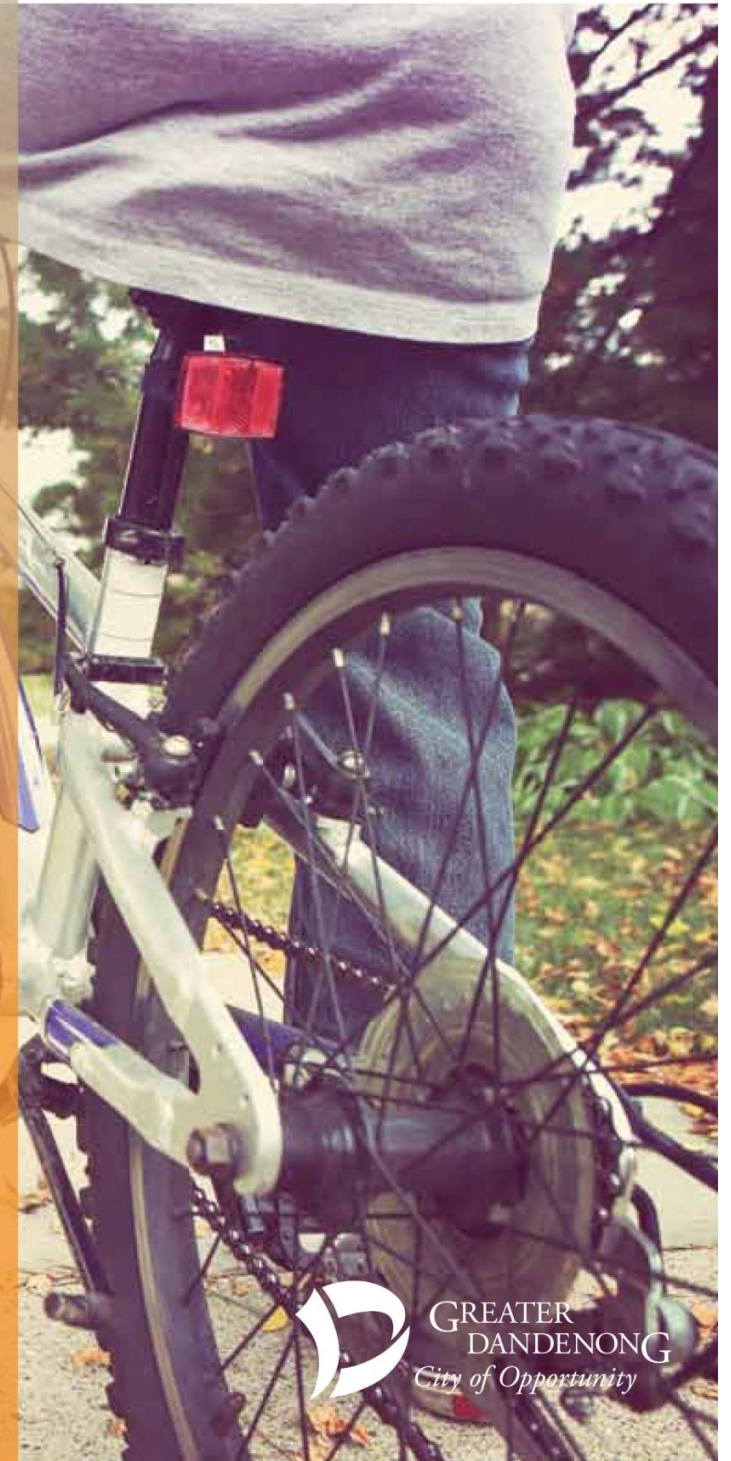


GREATER DANDENONG

cycling

STRATEGY

2017-24



GREATER
DANDENONG
City of Opportunity

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Mayor's Foreword

Building a city that values, supports and enhances the health, happiness and wellbeing of all Greater Dandenong residents is one of Council's most important priorities when planning and developing services, programs and infrastructure for the future.

The Greater Dandenong Cycling Strategy 2017-24 aims to raise the profile of and participation in cycling as a desirable and effective means of both recreation and transport.

As a form of transport, cycling is a low-cost, environmentally sustainable choice that eases traffic congestion and relieves parking pressures. As a way of getting fit cycling is low-impact, suitable for people of all ages and fitness levels, and is an enjoyable social activity in which the whole family can get involved.

As a way of making cycling easier, safer and more accessible Council has already installed more bike parking, upgraded street lighting, and in some cases redesigned community spaces to encourage people to walk and cycle more in their neighbourhoods.

With the Greater Dandenong Cycling Strategy, Council will implement a number of actions that lead towards a future that will see enhanced cycling infrastructure, resources and activities. As Mayor of the City of Greater Dandenong I am proud to support the development and implementation of this Cycling Strategy and look forward to seeing Council's vision of a more active and more connected city unfold.



A handwritten signature in black ink, appearing to read 'Jim Memeti'.

Mayor Cr Jim Memeti.

Cycling in Greater Dandenong

Executive Summary

Council plays an essential role in planning, designing, promoting and regulating local infrastructure including creating and maintaining an environment conducive to cycling. This Cycling Strategy has been developed to inform, plan for and prioritise Council capital investments that affect community wellbeing outcomes.

Council is committed to creating great places for people through creating sustainable improvements that consider community engagement, participation, attraction, investment, visitation and liveability.

In creating places for people Council seeks to increase the number of people cycling by providing and promoting opportunities to cycle for recreation, sport and transport purposes. Council also plays an advocacy role to improve cyclist safety, amenity, connectivity and facilities.

One in four people in Greater Dandenong cycle either for recreation or in order to get to a destination. Cycling is most popular among children and young people, as well as among males. However, only just over half of the households in Greater Dandenong have access to at least one working bicycle, fewer than the Melbourne average (68% of households).

Increasing the number of people riding bikes in Greater Dandenong will lead to a wide range of economic, social, environmental and health benefits.

Nearly half of all adults in Greater Dandenong are overweight or obese and one in three do not meet physical activity guidelines. Lack of 'incidental' physical activity such as riding a bike contributes to obesity amongst children and adults. Communities with high levels of active transport tend to experience lower rates of obesity.

There are many ways for people to enjoy the health benefits of cycling, including riding a bike for recreation or sport, for utility purposes to access retail, for active travel to ride to school or work, or to access public transport.

Vision

Greater Dandenong is a safe, lively, attractive city that has a culture of cycling for recreation, health and transport purposes.

Aim

Greater Dandenong aims to increase the number of people cycling by providing and promoting opportunities to cycle for recreation, health and transport.

To achieve Greater Dandenong's vision and aim to improve cycling the following themes have been developed in line with the Council Plan 2013-17.

Council Plan 2013-17: Themes	People	Place	Opportunity
Cycling Strategy: Themes	Cycling Promotion	Infrastructure & Integrated Planning	Leadership & Collaboration
Cycling Strategy: Objective	Encourage more people to cycle	Support a safe, accessible and connected environment for cycling	Enhance and enable cycling through leadership and collaboration
	Promote the social, health, environmental and economic benefits of cycling	Improve cycling infrastructure and the experience of cycling	
	Foster a culture of cycling where people feel safe and enjoy riding their bike		

“I would like to see activities and events that involve cycling on the weekends, where you can take your family and join in”

*- Greater Dandenong Resident
Cycling Strategy Consultation 2015*

Key Themes

The Greater Dandenong Cycling Strategy 2017-24 has been informed by the Council Plan 2013-17 and the key themes of People, Place and Opportunity. This strategy features a detailed action plan to encourage and improve rates of cycling in Greater Dandenong by providing more opportunities to cycle for recreation, sport and transport.

Guiding Principles

To guide the direction of this strategy and determine its focus a set of guiding principles has been developed.

The strategy themes have been developed in line with these principles:

- Health & Community Benefit - Projects that improve the health and wellbeing of our community by supporting and encouraging cycling and being physically active.
- Community Support - Projects that attract support from the community and/or are identified by the community as a priority.
- Safety & Attractiveness - Projects that will make it safer, easier and more attractive for people to ride their bike.
- Transport & Networks - Projects that strengthen networks, create better links to public transport and that improve connections between destinations.
- Equitable & Culturally appropriate - Projects that are appropriate for all members of the community including, but not limited to age, gender, disability, religion, culturally and linguistically diverse and vulnerable groups.
- Policy & Sustainability - Projects that link to local, state and federal policies and that improve both the economic and environmental sustainability of the municipality.

These principles directly respond to the Social Model of Health with respect to the complex social, economic and physical conditions where people, live, learn, work and play.

The model recognises that a number of factors contribute to creating a healthy environment, including the broader determinants of health (social, economic and environmental factors), the involvement and empowerment of the community, the reduction of social inequalities.

This strategy aims to consider inequalities in cycling in regards to access, knowledge and infrastructure.



"I would like for more trails and connections to be developed so my ride to work is easier"
- Greater Dandenong Resident
Cycling Strategy Consultation 2015

Design Principles for Bicycle Infrastructure

New bicycle paths and infrastructure proposed to be delivered by Council will consider the following guiding principles in the design:

- Ensure compliance with Australian Standards and Austroads Guide to Road Design
- Be convenient and accessible by local residents
- Provide direct connections to key destinations and the bicycle network both locally and regionally
- Create a smooth, comfortable and safe environment to ride
- Focus on short local trips and gaps within the existing network.

The delivery of new paths will also consider the delivery of supporting infrastructure, including but not limited to, shaded areas, shelters, public lighting, drinking fountains, toilets, baby-change stations, ambulant amenities for the disabled, rest areas, seating, creating points of interest and destinations and the provision of bike parking and bike repair stations.

Council is responsible for ensuring new private development incorporates a range of Ecologically Sustainable Design (ESD) initiatives as part of the town planning permit process. In particular where there is a reduction in car parking or is located in an activity centre.

Clause 52.34 of the Greater Dandenong Planning Scheme encourages new developments to provide secure, accessible and convenient bicycle facilities. Depending on the size and type of development, developers may be required to provide bicycle parking and end of trip facilities such as showers and change rooms.

Greater Dandenong, along with other councils, uses the Built Environment Sustainability Scorecard (BESS).

Council encourages particular planning permit applicants to use BESS when designing new buildings to improve their environmental performance as part of our ESD requirements.

BESS recommends the number of bicycle parking spaces required, as part of a range of measures designed to enhance a buildings environmental performance.

Proposed Active Transport Infrastructure Priority Program

The Proposed Active Transport Infrastructure Priority Program is a program designed by Council to prioritise walking and cycling infrastructure projects and requests.

To ensure that new infrastructure for walking and cycling is delivered consistently and equitably, the proposed Active Transport Infrastructure Priority Program assesses each request based on a variety of factors. This includes, but not limited to connectivity to key destinations such as schools, reserves and community centres, links to existing infrastructure, anticipated rider usage and barriers to delivery.

Due to competing space, the introduction of new bicycle lanes and shared user paths requires space allocated from existing uses such as traffic lanes, on-street parking, trees, nature strips and footpaths. Consultation efforts will be undertaken to consider the direct impact of the removal or reduction of the above existing infrastructure.

This method of ranking and prioritisation ensures that the projects which provide the greatest community benefit are allocated the highest priority for delivery with the limited funds available.

Context

Policy Context

More people are riding bikes in Australia than ever before. Cycling is being supported and encouraged by all levels of government for its ability to positively influence health, environmental and economic outcomes.

The growing popularity of cycling is due to population growth, rising fuel costs, a growing public recognition of the health benefits of cycling and the development of supporting infrastructure.

Numerous strategies and innovative projects are being developed and implemented globally to get people active, encourage cycling and make cycling a safer and easier option for all.

Federal Government

The Federal Government's National Cycling Strategy (NCS) provides a comprehensive overview of the societal and personal benefits of cycling in Australia. The NCS includes broad national actions including research and data collection that informs leadership, fosters consistent decision making, and consolidates good practice. Broad themes include improved coordination, integrated planning, capacity, infrastructure, facilities, promotion and road safety.

The National Road Safety Strategy 2011-20 outlines broad directions for the future of Australian road safety. These are set out in four key areas including Safe Roads, Safe Speeds, Safe Vehicles and Safe People.

Victorian State Government

The Victorian Transport Integration Act 2010 provides legislative support for the promotion of cycling as a sustainable mode of transport, and acknowledges cycling paths as a part of the transport system. *Melbourne's Principle Bicycle Network* maps include access to Bicycle Priority Routes to key destinations and prioritises their construction through the VicRoads Bicycle Infrastructure Program.

The State Planning Policy Framework forms a context for spatial planning and decision-making, which influences how cycling infrastructure is planned, funded and implemented by Councils and developers.

The Cycling State Facilities Strategy 2016-26 has been developed to assist Cycling Victoria, Mountain Bike Australia, BMX Victoria, clubs and local governments to increase cycling participation rates and improve facilities.

Plan Melbourne 2014 outlines the vision for Melbourne's growth to the year 2050. It seeks to define what kind of city Melbourne will be and identifies the infrastructure, services and major projects which need to be put in place to underpin the city's growth.

Peak Bodies

Cycling Victoria

The Cycling Victoria Strategic Plan 2016-18 includes the vision of building a love of cycling in Victoria with more people riding, racing and watching. The Strategic Plan includes values, strategies and an action plan to achieve this vision. Broad themes include membership, pathways and leadership.

City of Greater Dandenong

Community Plan 'Imagine 2030'

The Community Plan 'Imagine 2030' describes the future that residents wanted to see for themselves and the City by 2030. This vision is supported through a number of Council policies and services including the development and implementation of a Cycling Strategy.

Council Plan 2013-2017

The Council Plan describes the kind of future the Council is working towards and how this will be implemented over four years. This plan sets out the following key objectives:

People

- A healthy, active and safe community

Place

- A city planned for the future
- An environmentally sustainable city

Opportunity

- A proactive council that listens and leads

Community Wellbeing Plan 2013-17

The Community Wellbeing Plan has been developed to ensure the alignment of principles and actions to promote a healthy, active and safe community. The Community Wellbeing Plan acknowledges the importance of physical activity, leisure and recreational outcomes.

Activate - Sport and Active Recreation Strategy 2014-19

Activate has been developed to guide Council in the provision of facilities, services and programs, designed to increase participation in sport and active recreational opportunities in improving health and wellbeing, encouraging social interaction and creating healthier and a more inclusive community.

The development of the Cycling Strategy is a key objective of Activate.

Sustainability Strategy - Towards an Environmentally Sustainable City 2015-30

The Sustainability Strategy is a strategic document that is used to inform decisions, shape plans and undertake actions that help realise its vision for a sustainable future. Integrated transport and movement targets have been included within the strategy to help facilitate easy, safe and affordable transport options for the community, improved health and social outcomes as well as reduced emissions. Targets within the Strategy include the following by 2020:

Active Transport

- Increase Active Transport Modes by 20%

Walking and Cycling Networks

- Increase size of Network

Planning

- At least 50% of new planning applications to meet best practice sustainable transport outcomes.

Other Relevant Policies, Strategies and Plans

Increasing rates of cycling within Greater Dandenong has been a priority in a number of policies, strategies and plans. These have been presented in the table below.



Other Relevant Strategic Documents	
Activity Centre Structure Plans	Maintenance Programs and Assets
Asset Management Strategy 2015-22	Municipal Strategic Statement
Children's Plan 2015-19	Open Space Strategy 2009
Community Building Plan 2014	Park Masterplans
Community Safety Plan 2015-22	Parking Strategy
Developer Contributions Plan 2015	Pedestrian Access Strategy 2010
Disability Policy & Action Plan 2010-14	Playground Strategy 2013-23
Greater Dandenong Planning Scheme	Road Asset Management Plan 2016
Green Wedge Management Plan 2015-35	Road Management Plan
Integrated Transport Strategy	Road Safety Strategy
	Shared User Path Network Plan
	Sustainability Strategy 2016-30

Role of Greater Dandenong in Promoting Cycling

As a local government Greater Dandenong is well placed to influence factors that contribute to creating and maintaining a conducive environment for cycling. To date, Council has made a number of positive changes to improve the rates of cycling within the municipality. These include:

- The development of walking and cycling maps
- Promotion of ride to school and ride to work events
- Supporting schools by sharing resources and facilitating programs to encourage children and young people to ride
- Delivery and scoping of municipal Shared User Path Network Maps
- Installation of bike parking
- The implementation and maintenance of footpaths, tracks and paths
- Street lighting upgrades
- Installation and activation of the Noble Park and Hemmings Park BMX/Skatepark
- The planning and implementation of Capital Works Projects
- Advocacy and participation in State facilitated networks and forums that focus on active travel, cycling and strategic network mapping

Greater Dandenong as a Child Friendly City

Council is committed to being a Child Friendly City where children have access to environments which improve their health and wellbeing and have opportunities to connect with other children, to their families, to their community and to the environment where they live.



Local Context

Cycling in Greater Dandenong

Greater Dandenong encompasses an area of 129 square kilometres in Melbourne's south-east, approximately 24 kilometres from the central business district. With an estimated population of 159,000 people in 2017, the number of residents in Greater Dandenong is forecast to rise by 25,000 in the coming decade.

In recent years Greater Dandenong has seen a redesign of precincts and community spaces to encourage residents to gather, walk and cycle more in the community. Greater Dandenong currently has 111.69km of shared user path and 71.97km of bicycle lanes and road surfaces (2015).

Greater Dandenong now faces the challenge of designing places and spaces that encourage active transport, taking into consideration the location of existing residential areas and activity centres within the municipality. Encouraging more people to ride their bike to activity centres will enhance commercial and social activities, without an accompanying escalation in demand for parking and traffic congestion.

Greater Dandenong is the most culturally diverse community in Victoria with residents from over 150 birthplaces. Well over half of the residents in Greater Dandenong, were born overseas, and languages other than English are spoken in two-thirds of its households. Considering the breadth of diversity that characterises Greater Dandenong any proposed cycling initiatives and activities will acknowledge the relevant cultural and social perspectives of the community and work towards identifying and removing barriers to participation.

Circumstances such as low levels of physical activity, low fruit and vegetable consumption, obesity and a relatively high prevalence of mental health conditions, are matters of concern for the health and wellbeing of residents in Greater Dandenong.



Afghan Tea Cycle

The Afghan Tea Cycle provides an authentic Afghan tea experience at festivals, functions or on the streets of Greater Dandenong. The Afghan Tea Cycle is a contemporary example of the culture of cycling being included in an arts and cultural experience.

Benefits

- **Economic benefits** – Cycling has economic benefits for both individuals and the wider community. Investing in bicycle infrastructure relieves congestion on roads and has greater return on investment than many road construction projects. Purchasing and maintaining a bike is approximately one per cent of the cost of buying and maintaining a car. Additionally, riding a bike in the community enables a greater likelihood of engagement with local retail and shop fronts, thereby benefiting the local economy.
- **Social benefits** – Cycling enables people to become more involved with their community and have increased opportunities to participate in social interactions. A community with a cycling culture enhances a sense of community.
- **Environment benefits** – A pollution free mode of transport, cycling helps to reduce air pollution and improve the local environment. Encouraging people to switch from cars to bicycles can have a significant impact on urban space and congestion.
- **Health benefits** – Cycling is one of the best ways to improve fitness and reduce obesity, thereby alleviating the risk of health problems associated with leading a sedentary lifestyle. As well as having a direct impact on health and wellbeing increased levels of physical activity will alleviate burdens on the health system.

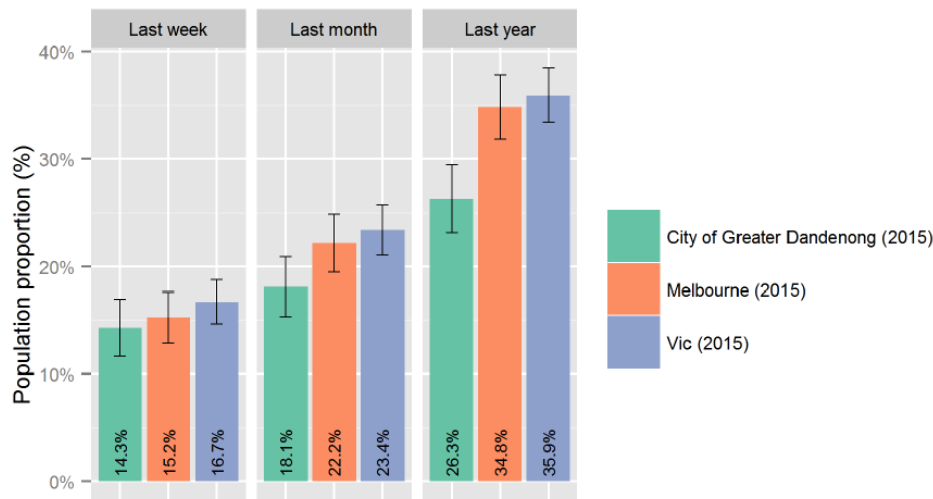
*“Cycling paths and trails with smoother and level surfaces will encourage more riders off road”
- Greater Dandenong Resident
Cycling Strategy Consultation 2015*



Cycling Research

The 2015 Council Sport & Active Recreation Participation Study found that cycling was the fourth most popular form of recreation in Greater Dandenong among residents aged 15 years and over, with 26% of people undertaking this activity in the previous 12 months. However, the cycling participation rate among Greater Dandenong residents was lower than for Melbourne and Victoria as a whole, particularly over the past year. The diagram below demonstrates the rates of cycling data from the Australian Local Government Cycling Participation Survey from the last week, month and year from the time of reporting in 2015.

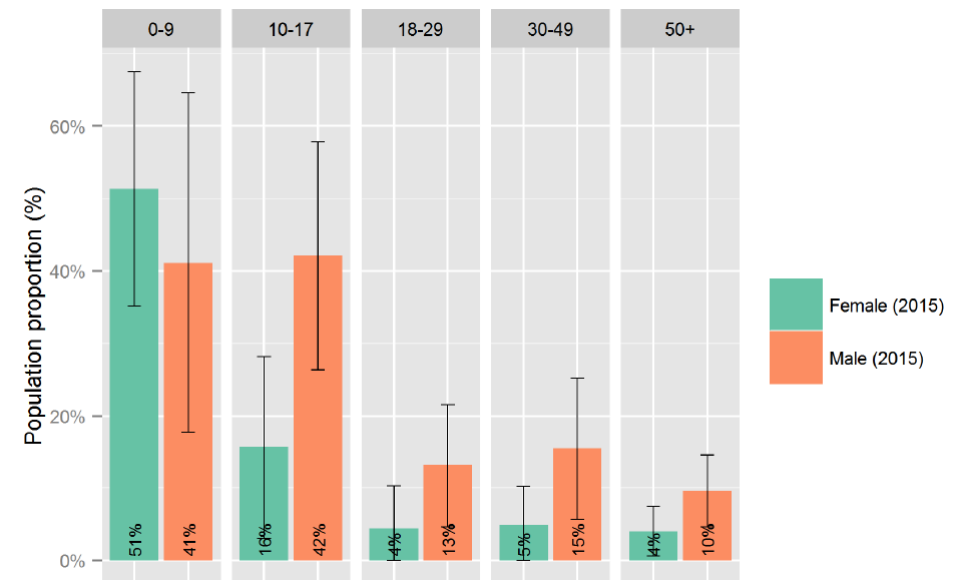
**Proportion of population who cycled:
Greater Dandenong, Melbourne, Victoria, 2015**



The highest cycling participation rate in Greater Dandenong was amongst children under 10, with figures declining among older children and adults. Among adults, the local cycling participation rate is similar to the metropolitan level.

Among teenagers and adults, males are more likely to have ridden in the past week than females (see diagram below).

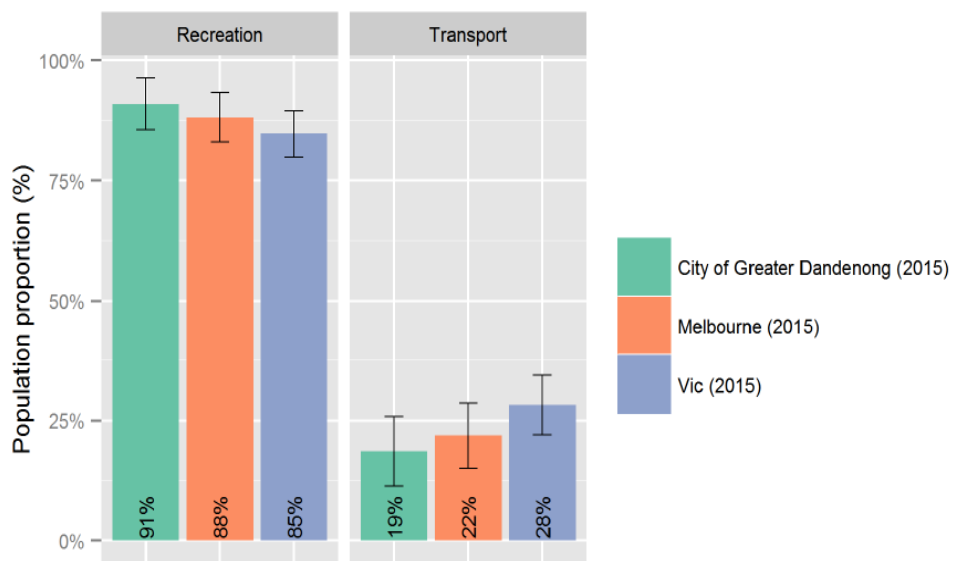
Proportion of population who cycled by age and gender: Greater Dandenong 2015



Just over half of the households in Greater Dandenong have access to at least one working bicycle, fewer than the Melbourne average of 68%.

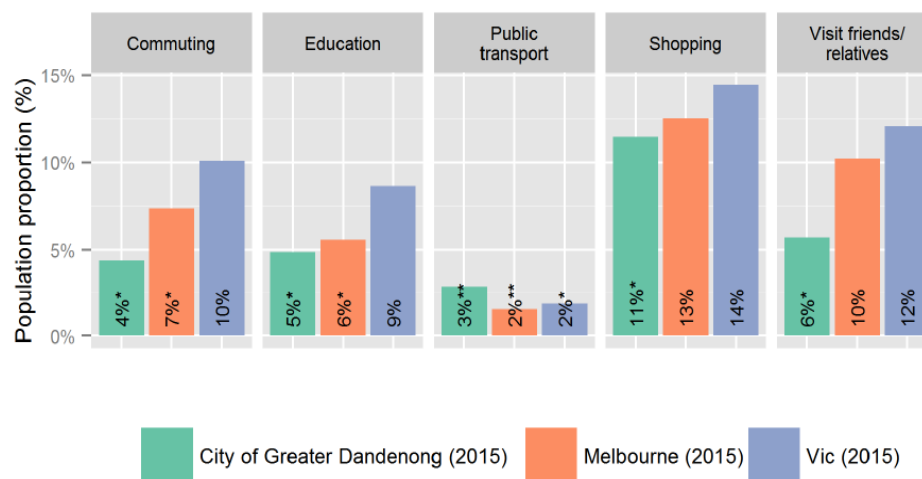
Of the people who cycled in Greater Dandenong in the previous month, 91% cycled for recreation and 19% used a bike for transport (see diagram below) (Percentages cited here exceed 100, as some individuals cycled for both recreation and transport).

Proportion of population who cycled for recreation and transport purposes: Greater Dandenong, Melbourne, Victoria, 2015



Most of those who rode for transport purposes travelled to the shops, to visit friends or relatives, or to work. By contrast, few rode to access public transport.

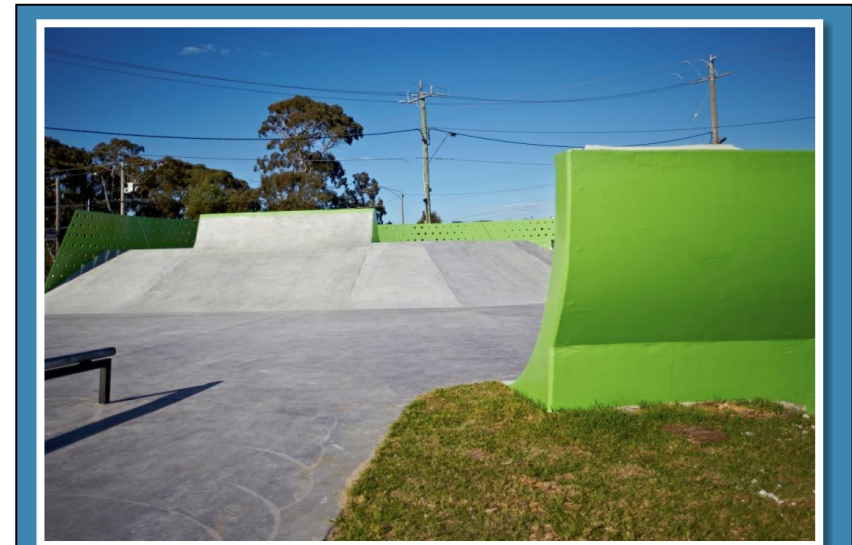
Proportion of population who cycled for transport purposes: Greater Dandenong, Melbourne, Victoria, 2015



The earlier, 2011 Census found that, of Greater Dandenong residents who travel to work, 0.5% made the journey by bicycle, one fifth of the metropolitan proportion, of 2.5%, and slightly less than the corresponding percentage of 0.6% ten years earlier. Males (0.8%) were four times more likely to cycle to work than females (0.2%).

The Greater Dandenong Bicycle Network School Active Travel Study suggested that children preferred to get to school through active travel modes. Walking was considered the most popular method followed by cycling. However, the study reported that only 3% of students in the survey in fact ride to school. This discrepancy may be correlated to parents concerns about traffic and the availability of low risk routes to school. Furthermore the survey indicated that in Greater Dandenong 62% of students do not have bicycles and 50% of students lack bicycle and/or road safety and education skills.

*“I like the feeling you get when you are riding your
bike surrounded by nature, with lots of trees”
- Greater Dandenong Resident
Cycling Strategy Consultation 2015*



Noble Park Skate Park

The stand-out and unique Noble Park Skate Park incorporates design elements unparalleled among Melbourne skate parks, making it a popular destination for BMX bike riders. Three of its unique features are known as the 'Plaza', 'Snake-Run' and 'Bowl'.

Barriers to Cycling in Greater Dandenong

In line with the national context Greater Dandenong residents face a number of circumstances that act as a deterrent for cycling. These include missing network connections, peak hour traffic, congested school drop-off and pick-up zones, main roads and busy intersections.

Greater Dandenong also faces the added barrier of residents having limited access to bikes, with approximately 55% of households not having a working bicycle, substantially lower than metropolitan averages of 68%.

These barriers suggest a need for shared paths and bicycle infrastructure to be designed, managed and promoted to ensure the safety of pedestrians and other road users.



Opportunities for Cycling in Greater Dandenong

Council aims to encourage more residents, workers and visitors to ride their bike within our municipality, whilst also enhancing the experience of cycling for our existing riders.

There are many appealing activities and destinations in Greater Dandenong, such as parks, facilities, skate parks, lively shopping and business precincts and numerous destinations, that act as a motivator for cyclists.

This Strategy aims to highlight these opportunities through the promotion of existing cycling infrastructure, resources and activities.

Additionally, this strategy will enhance and enable cycling in Greater Dandenong through integrated planning, prioritising cycling infrastructure based on the needs of the community and working collaboratively with partners and stakeholders.

*“Bike repair stations would be great in various local parks throughout Greater Dandenong”
- Greater Dandenong Resident
Cycling Strategy Consultation 2015*

Cycling Infrastructure – Strategic Cycling Corridors

Rail Corridor Shared User Path with Level Crossing Removal

The Victorian Government has committed to remove 50 dangerous and congested level crossings across Melbourne by 2022. Of these 50, several level crossings are located within Greater Dandenong, including Abbotts Road, Dandenong South, Chandler Road, Corrigan Road and Heatherton Road, Noble Park.

The rail corridor between Westall Station and Dandenong has been identified by Council as a Strategic Cycling Corridor. This route plays an important role in connecting local paths, activity centres and key destinations. The Victorian Government originally committed to delivering a shared path between Caulfield and Dandenong as part of the Level Crossing Removal Project: Caulfield to Dandenong. While these works are now scheduled to end at Eastlink near Yarraman Railway Station, Council will continue to support the construction of a shared path to Dandenong Railway Station.

Dandenong Creek Trail

The Dandenong Creek Trail is a popular shared path for cyclists and pedestrians in Greater Dandenong. The trail has recently been upgraded with new connections and a 3 metre wide concrete path. The path runs along the aesthetically pleasing Dandenong Creek.

A Shared User Path on the northern side of the Dandenong Creek between Metro 3175 and Lonsdale Street has been identified by Council as a key project, forming part of Greater Dandenong's Strategic Cycling Corridors.

Dandenong Bypass Extension

The Dandenong Bypass Trail is a popular recreational Shared User Path route that was built as part of the Dandenong Bypass project.

This route currently serves as a Strategic Cycling Corridor through the municipality, which connects Springvale South through to Dandenong South, via Keysborough.

The State Governments final stage of the Dandenong Bypass project is to extend the bypass from the South Gippsland Highway through to the South Gippsland Freeway. As part of this project, Council advocates for the project to include the extension of Dandenong Bypass Trail as the path can serve as a major Shared User Path connection linking the Greater Dandenong to both the City of Kingston and the City of Casey.



Cycling Infrastructure – Priorities

On-Road Bicycle Lanes / Road Markings

Priority	Location
HIGH	Herbert Street connection to Dandenong Creek Trail via Ross Street and Bess Court
HIGH	Pickett Street and Weller Street, Dandenong - between Railway Parade and Hemmings Park
HIGH	Gladstone Road between Murray Road and Heatherton Road
MED	Corrigan Road between Lightwood Road and Cheltenham Road
MED	James Street, Dandenong between Heatherton and Princes Highway
MED	Noble Street and Leonard Avenue, Noble Park from Corrigan Road to Douglas Street
MED	Springvale Road, Springvale between Queens Avenue and St James Avenue
MED	Cleeland Street, Dandenong between David Street and Clow Street
LOW	Clow Street, Dandenong between Stud Road and Power Road
LOW	View Road, Springvale between Lightwood Road and Heatherton Road

Off-Road Shared User Paths

Priority	Location
HIGH	Hammond Road, Dandenong South between Logis Boulevard and Dandenong Bypass
HIGH	Dandenong Creek Trail between Lonsdale Street and Hammond Road Stage 1
MED	Hammond Road, Dandenong between Kirkham Road and Webster Street
MED	Hammond Road, Dandenong between Dandenong Bypass and Kirkham Road
MED	Dandenong Creek Trail between Lonsdale Street and Hammond Road Stage 2
MED	Heatherton Road, Springvale between Springvale and View Road
MED	Sandown Road, Springvale Between Eighth Boulevard and Lindsay Williams Crossing
MED	Dandenong Park - Bridge over Dandenong Creek through to Stud Road
LOW	Yarraman Road, Noble Park between Bloomfield Road and Chandler Road
LOW	Moodemere Street, Noble Park between Arena Square and Bloomfield Road

The delivery of projects is subject to funding availability, design constraints, community consultation and other relevant authorities

Advocacy Priorities in Greater Dandenong

As a local government Greater Dandenong is well placed to advocate to stakeholders, agencies and the State and Federal government to improve local cycling facilities, activities and infrastructure. Greater Dandenong has committed to undertaking advocacy efforts in response to the following opportunities and identified priorities.

Cheltenham Road bicycle infrastructure

Cheltenham Road is a proposed Principal Bicycle Route on the Principal Bicycle Network connecting key industrial and residential areas in Keysborough and Dandenong. Although some bicycle infrastructure exists on Cheltenham Road, there are gaps in the route between Parkmore Shopping Centre and Dandenong Central Business District (CBD). By addressing the gaps, a continuous link will be completed on Cheltenham Road from Dandenong CBD to the City of Kingston, whilst strengthening connections to the Eastlink Trail and Dandenong Bypass Trail.

Springvale Road on-road cycle lanes

Springvale Road is a proposed Principal Bicycle Route on the Principal Bicycle Network connecting Springvale Activity Centre to the Dandenong Bypass Trail and residents in Springvale and Springvale South. To encourage more riders using this route, the operational times of the existing bus lanes on Springvale Road between Heatherton Road and the Dandenong Bypass, which permit bicycle riders should be extended to all times. Additionally, bicycle lanes and/or a bicycle path are required between Heatherton Road and Springvale Station to connect to the bicycle trail along the rail corridor.

Eastlink to Dandenong Railway Station

Advocate to the Victorian Government to provide a shared path from Eastlink near Yarraman Railway Station to Dandenong Railway Station as part of its Level Crossing Removal Project.

Frankston Dandenong Road off-road bicycle path

Frankston Dandenong Road is a proposed Principal Bicycle Route on VicRoads Principal Bicycle Network, connecting Dandenong CBD, Dandenong South National Employment Cluster and the City of Frankston. Due to high traffic volumes and speeds, an off road path will safely separate cyclists from vehicles, whilst enabling future routes to be connected throughout Dandenong South.

Princes Highway off-road bicycle path

Princes Highway is a proposed Principal Bicycle Route on VicRoads Principal Bicycle Network and is a key network that connects Springvale, Noble Park and Dandenong in addition to other suburbs in Melbourne's south east. Considering the high traffic volumes and speeds along corresponding roads, an off-road bicycle path would safely separate cyclists, whilst connecting several key routes including the Dandenong Bypass Trail and Eastlink Trail.

Bicycle infrastructure in new developments and shopping centres

End of trip facilities and supporting cycling infrastructure located within new developments and existing shopping centres will enable and encourage more riders in Greater Dandenong. Bicycle infrastructure may include providing secure, accessible and convenient bicycle facilities, such as parking, change rooms and lockers.

Cycling Path Infrastructure along the Dandenong Creek Trail

Sealing the 7km section of gravel path in concrete between Greens Road, Dandenong South and Mornington Peninsula Freeway, Carrum has been identified as an advocacy priority along the Dandenong Creek Trail. The existing surface is unfavourable for cyclists and inconsistent with the rest of the trail. Sealing the trail will encourage more riders and improve the experiences of cyclists in Greater Dandenong.

Community Consultation

This strategy was developed following an in-depth consultation with the Greater Dandenong Community. Council employed innovative techniques to ensure the community enjoyed multiple opportunities to contribute.

‘Crowd Spot’, a visual consultation tool, enabled people to have their say online by sharing comments about specific geographic locations on an interactive map. Community members had the opportunity to identify spots where they liked or disliked to ride and spots where they had an idea about how the location could be improved (diagram on right).

This engagement tool was supported by community consultation, including paper based surveys and community conversations at events including the Dandenong Show, Spring into Summer and WalkFest. Over 500 residents were engaged in the consultation phase, with 336 community members utilising the Crowd Spot Map. The results of the consultation informed the development of this strategy and action plan.

Crowd Spot Summary

Like Spots

- Attractive cycling tracks in parks
- Efficient and direct routes
- Places to ride as a family

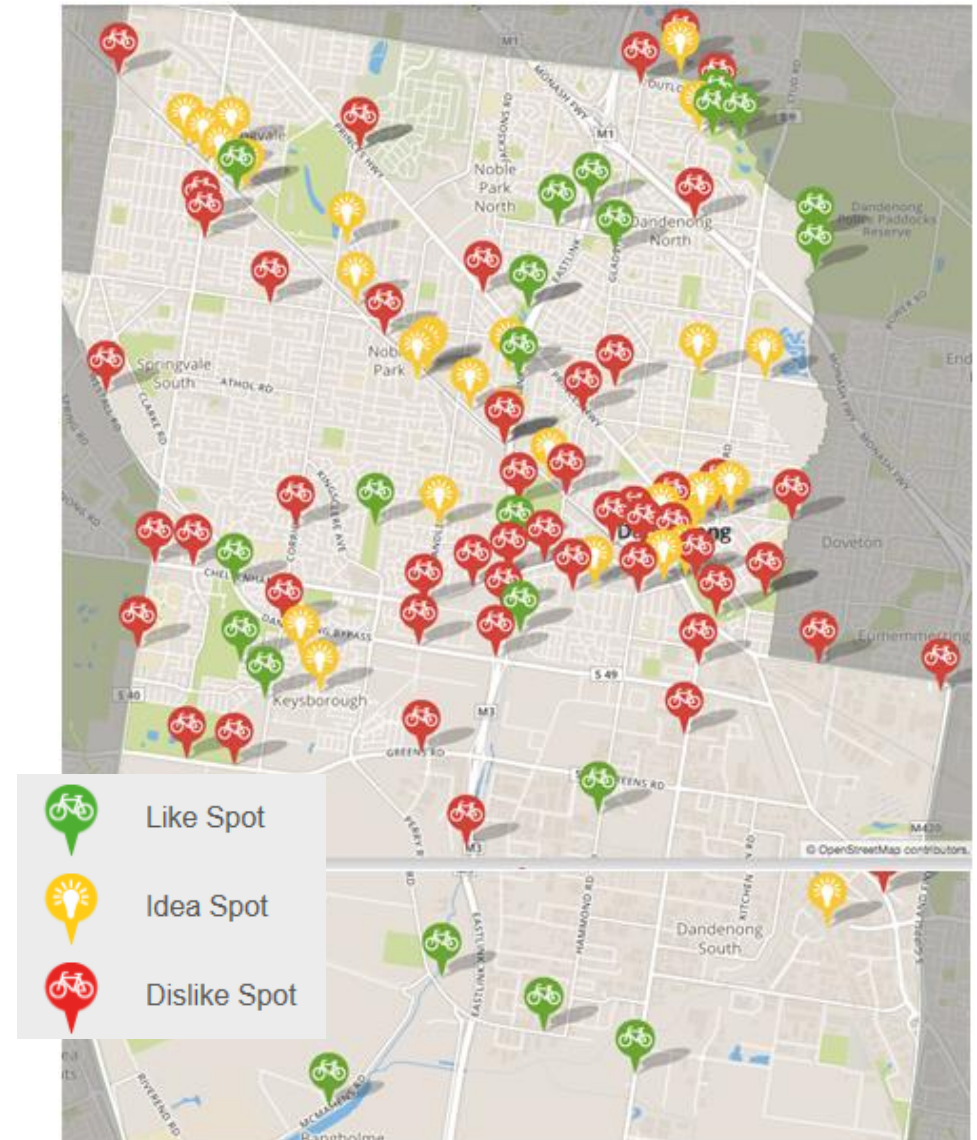
Dislike Spots

- Unsafe infrastructure and surfaces
- Missing network connections
- Unattractive cycling routes
- Busy intersections

Idea Spots

- Activities and events
- Connecting linkages and networks

Greater Dandenong Crowd Spot Map



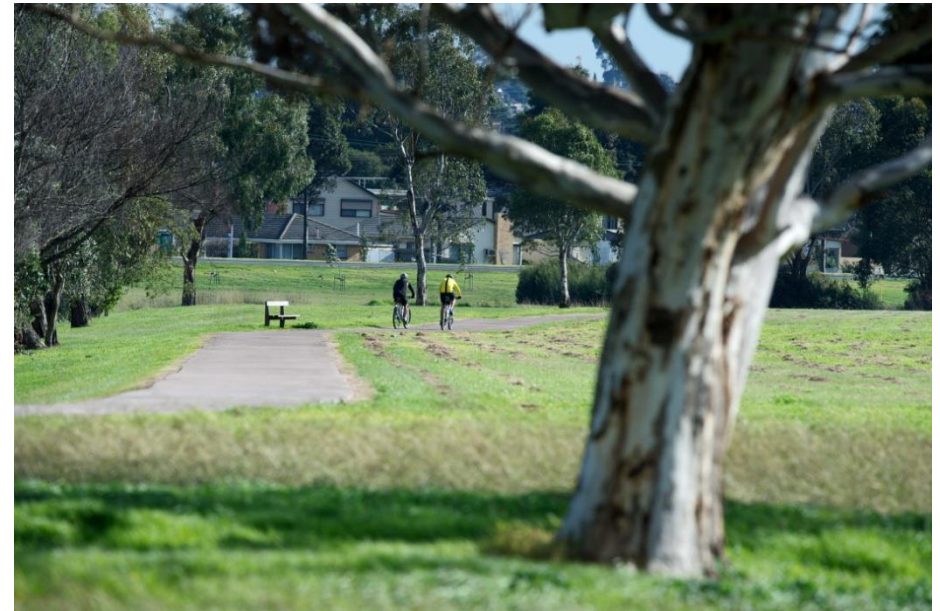
Consultation Key Priorities

- The need for safe intersections, lanes, paths and roads for cycling, taking into consideration infrastructure design, pedestrians and car traffic
- The value placed on having a well-connected and direct network
- The benefits of promoting trails and routes where families and children can ride their bikes
- The need to continually improve infrastructure including paths, footpaths, trails, creeks and parks
- The value placed on having an aesthetically pleasing place to ride your bike
- The importance of wayfinding signage when riding your bike

“Better signage linking the bike trails would be great so riders know how far they are between each destination”
- Greater Dandenong Resident
Cycling Strategy Consultation 2015

An internal steering committee made up of Senior Council staff worked in collaboration, to ensure the development of a comprehensive strategy that is both feasible and relevant for the local community. The steering committee utilised the community consultation findings to develop the guiding themes, structure of the strategy and action plan priorities.

The development of the strategy was guided by Council's Community Engagement Policy. The Policy guided Council in undertaking a meaningful and inclusive engagement process.



Partnerships

To achieve the aims and actions of the Cycling Strategy, Council will work with State Government Agencies, other local councils, peak bodies, community groups and other relevant stakeholders.

Working in partnership to reach these goals, will ensure that adequate resources and funding are allocated to improve infrastructure, develop cycling initiatives and activities and increase the number of people riding their bike in Greater Dandenong.



Parkiteer Bicycle Cages

Parkiteer Bicycle cages have been installed throughout Greater Dandenong train stations including Springvale, Noble Park and Dandenong. Parkiteer cages are convenient, undercover and secure places to park bicycles, enabling convenient access to train stations.

Key External Partners for Collaboration:

- Bicycle Network Victoria
- BMX Victoria
- Businesses
- Community Organisations
- ConnectEast
- Cycling Victoria
- Developers
- Early Years Services
- Eastern Transport Coalition
- Heart Foundation
- Living Links
- Local bike retailers and suppliers
- Melbourne Planning Authority
- Melways
- Monash Health
- Municipal Association of Victoria
- Other Local Governments
- Public Transport Victoria
- Roadsafe South East
- Schools
- Settlement Services
- Shopping centres
- State & Federal Government Agencies
- Tourism Victoria
- Transport Accident Commission
- Ventura
- Vic Health
- VicRoads
- YMCA

Action Plan Implementation

For the seven-year duration of the Cycling Strategy 2017-24, Council will implement the following Action Plan. Actions include encouraging more residents to ride their bike and improving the cycling infrastructure in Greater Dandenong.

Existing cycling infrastructure, resources and activities will be promoted and highlighted within the community.



Bike Racks

The installation of bike racks throughout Greater Dandenong allow people cyclists to travel to work, to shops or other locations with ease and security.

Actions will also prioritise connecting links within the shared path network to improve routes and connectivity and promoting strategic cycling corridors in Greater Dandenong.

Council will determine cycling annual priorities as per Council's annual budget process. The majority of the actions within this strategy can be implemented with existing resources, in line with Council's long-term financial plan and Capital Works Program. However for significant progress to be made, additional funds are required. Grants and funds are available through Vic Roads and the Department of Transport, Planning and Local Infrastructure. The Cycling Strategy will be adopted in principle subject to the annual budgetary process.



Hemmings Park BMX track

Hemmings Park in central Dandenong is a popular location where young people enjoy riding their bikes on BMX tracks and skate ramps.

Monitoring & Review

Council will oversee the implementation, monitoring and reporting on the actions of the Greater Dandenong Cycling Strategy 2017-24. An annual progress update on actions will be provided to Council, coupled with a mid-point review to ensure the Cycling Strategy is meeting the needs of the Greater Dandenong community. Monitoring and review of the implementation plan will also include assessing the ongoing relevance of themes and actions within the Strategy.

Extensions and upgrades to the bicycle network will be measured through counting the number of cyclists using new paths. The number of new developments within the municipality incorporating best practice sustainability transport outcomes will also be recorded.

At mid-point and at the conclusion of the Strategy's life cycle, Council will measure rates of cycling within the municipality through the Sports and Active Recreation Participation Survey. Strategic directions for a future strategy will be considered at this time.

As reflected in the Greater Dandenong Draft Sustainability Strategy 2015-30 Council will work towards the following objectives by 2020:

- Support Council Staff to increase active transport modes including walking and cycling by 20%
- Improve connectivity and accessibility of walking and cycling within the municipality by increasing the network size
- Work with partners to encourage the community to increase their use of active travel including walking and cycling by 20%
- At least 50% of new planning applications to meet best practice sustainable transport outcomes.



Oakwood Park Bicycle Speed Check

The Oakwood Park solar powered visual Bicycle Speed Check allow riders to note their riding speed when cycling beside the Eastlink trail.

Action Plan

Structure of the Action Plan

Theme - The Action plan has been developed in the context of the Council Plan 2013-17 and the key themes of **People, Place** and **Opportunity** and as a result of consultation with the local community.

Objective - Each theme has a number of high-level **Objectives** that will support cycling in Greater Dandenong.

Action - Each **Action** outlines a process or initiative in response to an objective. Actions are linked to Council's existing and future strategies and plans.

Timelines -

- Immediate actions: year 1
- Short-term actions: within years 1 and 2
- Medium-term actions: within years 3 to 5
- Long-term actions: from year 6
- Ongoing: is an ongoing activity

Responsibility - Each **Action** assigns responsibility to Council Directorates/Departments and/or partners. Some may identify multiple responsible parties, lead responsibility lies with the parties with the bolded text.

Indicator - Provide targets and measures that indicate the Strategy has been implemented and the success of implementation.

Theme 1 - People

People - Council will continue to promote activities and the benefits of cycling to encourage and improve the cycling culture in Greater Dandenong

Reference	Objective	Action	Timeframe	Responsibility	Indicator
Council Plan 2013-17 Priority 1.2.3 Community Wellbeing Plan 2013-17 Strategic Action 2.3.2 Sustainability Strategy 2015-30 Transport and Movement- 2.5	Objective 1 Encourage more people to cycle	1.1.1 Support state sporting bodies to run a series of bicycle-related programs, classes and cycling based community events	Short Term	Sport & Recreation Infrastructure Services, Youth Services, Children's Services, Planning & Design, Community Development, Festivals & Events	Number of opportunities identified and supported
		1.1.2 Investigate the need for road safety education and training for families and explore opportunities to meet the identified need	Short Term	Children's Services Sport & Recreation, Festivals & Events, Youth Services	Number of programs undertaken / Number of children engaged
		1.1.3 Develop and enhance links with existing bicycle suppliers and partners to consider low cost bicycle options for community members who are unable to afford full cost options (i.e. bike hiring, collecting and recycling bicycles)	Ongoing	Sport & Recreation Community Development, Economic Development Unit	Number of links and opportunities explored
		1.1.4 Develop resources to encourage families and individuals to cycle (i.e. maps, routes and activities)	Short Term	Sport & Recreation Community Development, Festivals & Events, Youth Services, Children's Services, Community Care, Planning & Design, Media & Communications	Resources developed / Number of resources distributed
		1.1.5 Program BMX activities and events at Noble Park Skate Park and other Greater Dandenong sites	Ongoing	Youth Services Sport & Recreation	Number of activities undertaken / Number of young people engaged

People - Council will continue to promote activities and the benefits of cycling to encourage and improve the cycling culture in Greater Dandenong

Reference	Objective	Action	Timeframe	Responsibility	Indicator
		1.1.6 Contribute to existing new residents kits by incorporating information in regards to cycling within Greater Dandenong (e.g. Cycling maps)	Short Term	Media & Communications Transport, Sport & Recreation, Planning & Design	Cycling information included in welcome packs
		1.1.7 Encourage families with young children to cycle by supporting kindergartens, playgroups and day care centres to promote and encourage cycling	Ongoing	Children's Services Sport & Recreation, Planning & Design, Community Facilities	Number of activities supported / Number of participating services
Reference	Objective	Action	Timeframe	Responsibility	Indicator
Council Plan 2013-17 Priority 1.2.3 Community Wellbeing Plan 2013-17 Strategic Action 2.3.2	Objective 2 Promote the social, health, environmental and economic benefits of cycling	1.2.1 Create and distribute walking and cycling maps that promote cycling for recreational and transport purposes (as part of action 1.1.4)	Immediate	Sports & Recreation Media & Communications, Transport, Community Arts, Culture & Library Services, Planning & Design	Number of maps produced / distributed
Sustainability Strategy 2015-30 Transport and Movement- 2.1, 2.5		1.2.2 Continue to develop incentives for people to cycle to Council festivals and events (i.e. Roll Up Valet Bike Parking Service, free ride tokens)	Ongoing	Festivals & Events Media & Communications, Transport, Sport & Recreation, Planning & Design	Number of opportunities created / Number of community members engaged
		1.2.3 Promote the social, health, economic and environmental benefits of cycling	Medium Term	Sport & Recreation Media & Communications, Planning & Design, Youth Services, Children's Services, Community	Number of promotional activities undertaken

People - Council will continue to promote activities and the benefits of cycling to encourage and improve the cycling culture in Greater Dandenong

Reference	Objective	Action	Timeframe	Responsibility	Indicator
				Development, Transport, Economic Development Unit	
		1.2.4 Promote the benefits of cycling and cycling opportunities to families and children through the distribution of information and resources (i.e. schools and events)	Short Term	Children's Services Sport & Recreation, Community Development, Youth Services, Festivals & Events	Number of opportunities promoted / Number of resources distributed
Reference	Objective	Action	Timeframe	Responsibility	Indicator
Council Plan 2013-17 Priority 1.2.3 Community Wellbeing Plan 2013-17 Strategic Action 2.3.2 Sustainability Strategy 2015-30 Transport and Movement- 2.4, 2.5	Objective 3 Foster a culture of cycling where people feel safe and enjoy riding their bike	1.3.1 Run a Share the Road campaign to promote respect among all road users including pedestrians and change perception of cyclists and cycling	Short Term	Transport Media & Communications, Sport & Recreation, Planning & Design	Number of community members who received campaign key messages

Theme 2 - Place

Place - Council will continue to develop and maintain cycling infrastructure and connectivity, enhance the experience and improve the safety of cyclists

Reference	Objective	Action	Timeframe	Responsibility	Indicator
Council Plan 2013-17 Priority 1.2.3 Community Wellbeing Plan 2013-17 Strategic Action 2.3.2	Objective 1 Support a safe, accessible and connected environment for cycling	2.1.1 Implement upgrades and future streetscape projects using best practice principles and guidelines to promote active travel	Ongoing	City Improvement Planning & Design, Sport & Recreation, Asset Planning, Transport, Infrastructure Services, Youth Services, Children's Services, Activity Centres Revitalisation, Community Care	Number of new/ improved streetscape projects promoting active travel and cycling for recreation purposes
Sustainability Strategy 2015-30 Transport and Movement-2.4		2.1.2 Ensure asset management plans, inclusive of service standards, construction, upgrades and maintenance programs, are in place for all paths and cycling tracks	Short Term	Asset Planning Infrastructure Services, Transport, Planning & Design, City Improvement	Plans in place and endorsed

Place - Council will continue to develop and maintain cycling infrastructure and connectivity, enhance the experience and improve the safety of cyclists

Reference	Objective	Action	Timeframe	Responsibility	Indicator
Council Plan 2013-17 Priority 1.2.3 Community Wellbeing Plan 2013-17 Strategic Action 2.3.2 Sustainability Strategy 2015-30 Transport and Movement-1.4	Objective 2 Improve cycling infrastructure and the experience of cycling	2.2.1 Work with primary and secondary schools to implement infrastructure that promotes safe travel to and from school as pedestrians, cyclists and passengers	Ongoing	Transport Youth Services, Children's Services, Sport & Recreation	Number of safe routes identified, implemented and promoted
		2.2.2 Improve the accessibility and legibility of off street / recreational bicycle paths through 'municipal-wide' wayfinding signage strategy	On going	Planning & Design Infrastructure Services, Transport, Activity Centres Revitalisation	Way finding strategy implemented
		2.2.3 Provide supporting facilities and infrastructure that enhance the cycling environment, address safety/perceived safety risks and meet the needs of the community	Ongoing	City Improvement Infrastructure Services, Planning & Design, City Improvement, Asset Planning, Community Development, Transport	Number of facilities installed
		2.2.4 Continue to provide, maintain and upgrade cycling routes to be more aesthetically pleasing through planting trees and gardens	Ongoing	Infrastructure Services City Improvement, Asset Planning	Trees/gardens planted along cycling routes
		2.2.5 Facilitate a safe cycling environment by installing road safety treatments that explicitly consider cyclist safety, including surfaces, lane markings and intersection signage	Short Term	Transport Infrastructure Services, Asset Planning	Road safety measures installed
		2.2.6 Extend and upgrade Council's bicycle network and supporting infrastructure through the implementation of the Proposed Active Transport	Ongoing	Transport Infrastructure Services, Asset	Number of paths delivered / Length of new paths delivered /

Place - Council will continue to develop and maintain cycling infrastructure and connectivity, enhance the experience and improve the safety of cyclists

Reference	Objective	Action	Timeframe	Responsibility	Indicator
		Infrastructure Priority Program in accordance with the Council's Guiding Design Principles for Bicycle Infrastructure and funding availability		Planning, Activity Centres Revitalisation, Sport & Recreation, Planning & Design	Number of cyclists using new paths / Number of cycling facilities delivered
		2.2.7 Continue to maintain paths in accordance with the intervention levels specified in Council's Road Management Plan	Ongoing	Infrastructure Services Asset Planning	Paths inspected and maintained in accordance with prescribed service standards
		2.2.8 Where appropriate, ensure that new developments within the municipality incorporate best practice sustainable transport outcomes (i.e. provision of bicycle facilities)	Ongoing	Planning & Design Transport, Asset Planning, Infrastructure Services	Number of planning applications
		2.2.9 Investigate the operation and feasibility of bike hire in Greater Dandenong and explore opportunities to progress the concept with relevant partners and stakeholders	Short Term	Transport	Report prepared

Theme 3 - Opportunity

Opportunity - Council will continue to demonstrate leadership and collaborate with partners to increase opportunities for cycling

Reference	Objective	Action	Timeframe	Responsibility	Indicator
Council Plan 2013-17 Priority 1.2.3 Community Wellbeing Plan 2013-17 Strategic Action 2.3.2 Sustainability Strategy 2015-30 Transport and Movement- 1.1, 2.1, 2.5	Objective 1 Enhance and enable cycling through leadership and collaboration	3.1.1 Support and promote recreational cycling groups	Long Term	Sport & Recreation Youth Services	Number of groups supported
		3.1.2 Update and deliver the existing Greater Dandenong Green Travel Plan, including a staff travel survey	Short Term	Organisational Development Sport & Recreation, Transport, Planning & Design, Infrastructure Services	Green Travel plan implemented and promoted
		3.1.3 Creation of working groups that involve multiple Council departments to focus on cycling within the municipality	Short Term	Sport & Recreation All relevant departments	Establishment of working groups
		3.1.4 Represent the public transport needs of the local community with the relevant stakeholders (i.e. timetables, routes and opportunities to install options for cyclists on buses and trains)	Ongoing	Transport Asset Planning	Community needs identified and presented to relevant stakeholders
		3.1.5 Develop and facilitate a monitoring and evaluation methodology for cycling within activity centres and throughout the wider municipality to collect annual cycling data via bicycle surveys and bicycle counters	Medium Term	Transport Sport & Recreation, Asset Planning, Planning & Design	Methodology developed and implemented

Opportunity - Council will continue to demonstrate leadership and collaborate with partners to increase opportunities for cycling

Reference	Objective	Action	Timeframe	Responsibility	Indicator
		<p>3.1.6 Advocate to external organisations such as Vic Roads and neighbouring municipalities to reduce the barriers to cycling. This includes advocating for:</p> <ul style="list-style-type: none"> • Stronger policies, road rules and design guidelines that improve cyclist safety and amenity, • Routes/paths to be delivered that connect bicycle paths and shared user paths between municipalities, • Improved accessibility to public transport networks through secure bike parking, direct access paths, lockup facilities for gear and real time information; and • Major projects such as the Level Crossing Removals to incorporate the delivery/improvement of shared user paths 	Ongoing	<p>Transport</p> <p>Infrastructure Services, Asset Planning, Planning & Design, Sport & Recreation</p>	Number of involvements with external organisations

***Ride as much
or as little, or as long
or as short as you feel.
But ride.***

-Eddy Merckx

Appendix 1.

Greater Dandenong Shared Walking and Bicycle Paths




The following map depicts the current shared walking and bicycle paths in Greater Dandenong.

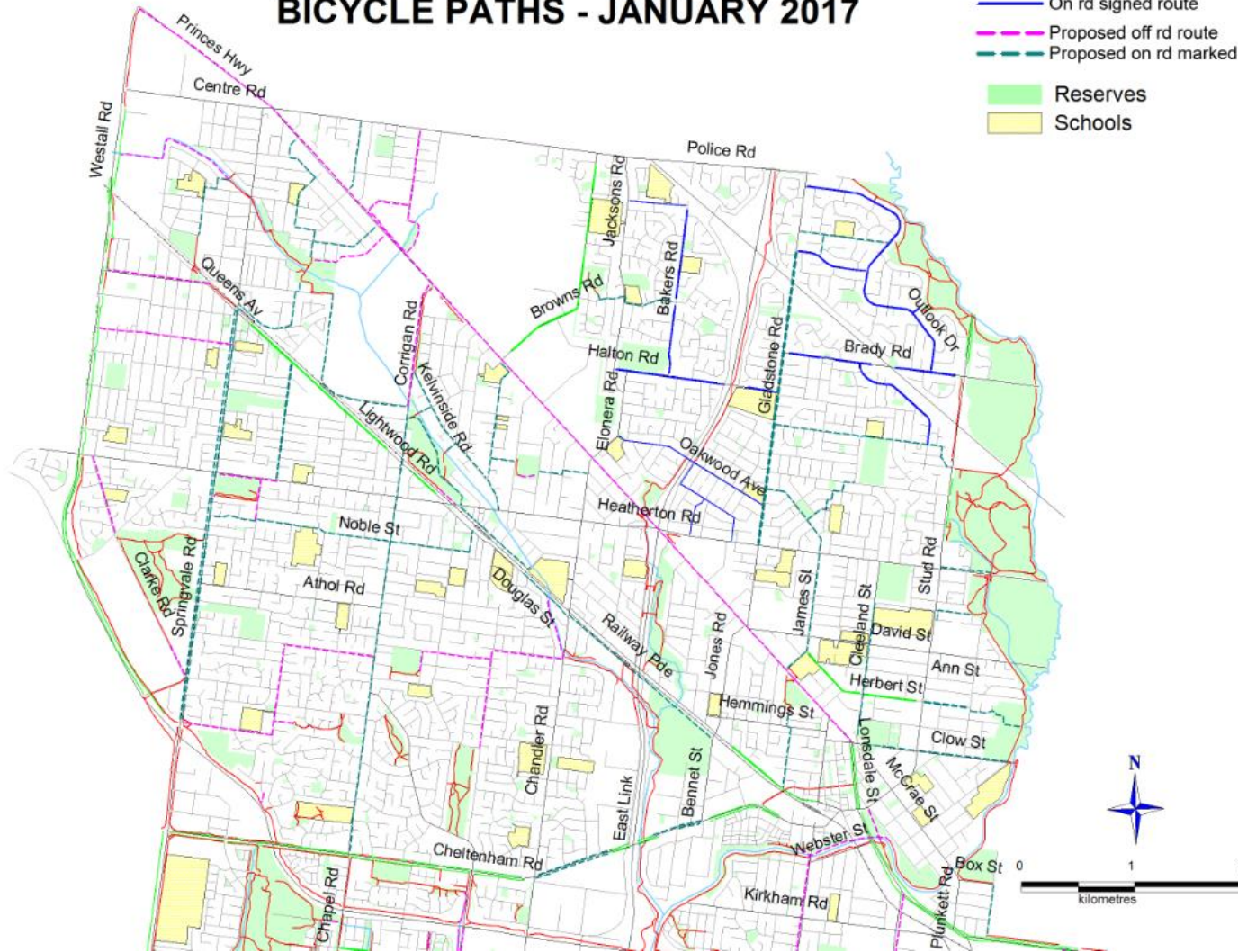


The following is an enlarged view of the Northern section of the municipality.

CITY OF GREATER DANDENONG BICYCLE PATHS - JANUARY 2017

LEGEND

-  Exist off rd route
-  Exist on rd marked lane
-  On rd signed route
-  Proposed off rd route
-  Proposed on rd marked lane
-  Reserves
-  Schools



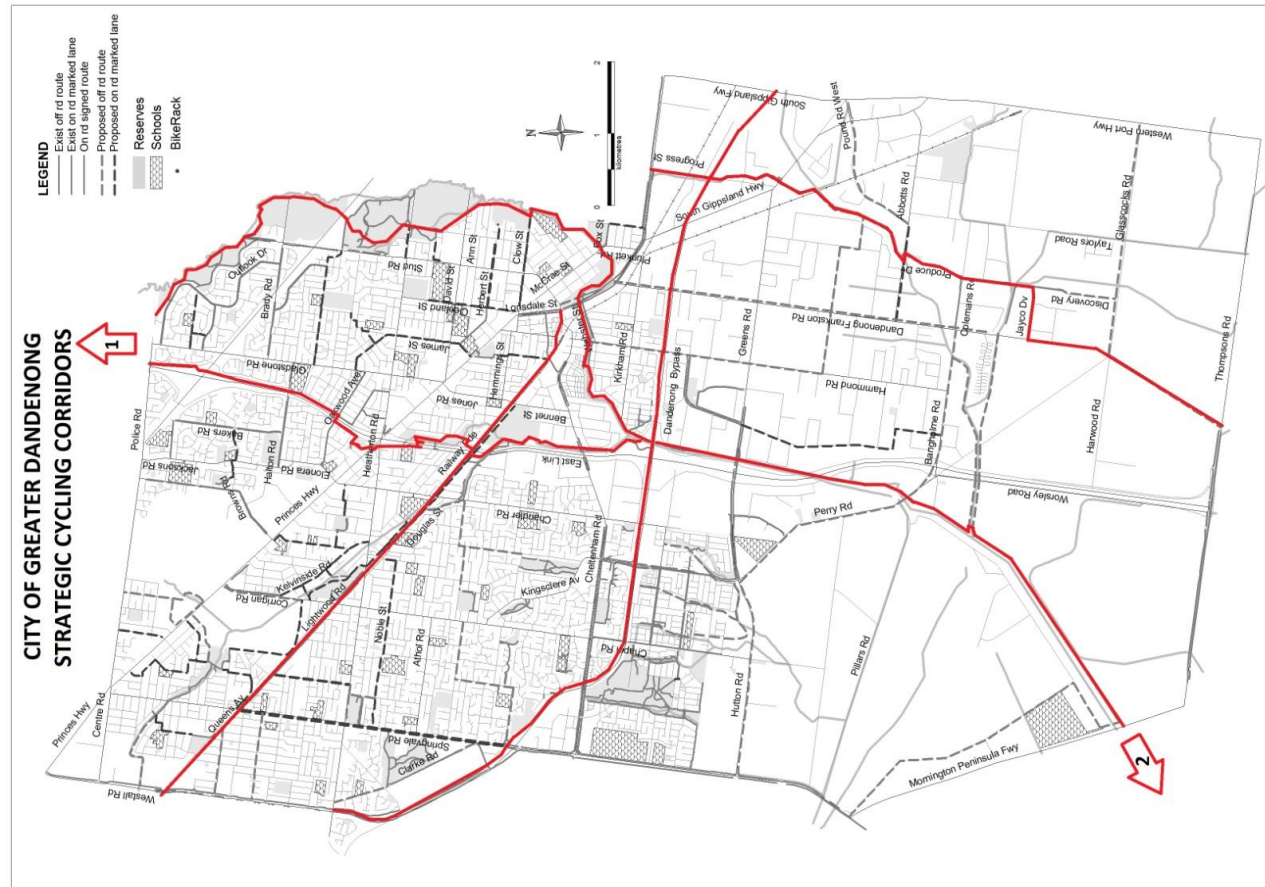
The following is an enlarged view of the Southern section of the municipality.



Appendix 2.

Greater Dandenong Strategic Cycling Corridors

The following map depicts the current strategic cycling corridors in Greater Dandenong.



1. The Eastlink Trail and Dandenong Creek Trail connect within the City of Monash and continues north through to Ringwood, then West towards Melbourne.
2. The Dandenong Creek trail continues through to the City of Kingston to Carrum

Appendix 3.

Community Consultation - Engagement List

The following list demonstrates the organisations/community groups who were engaged during community consultation along with the engagement methods to the general public:

Activate Primary Schools	Dandenong Palm Plaza	Neighbourhood Houses
Asylum Seeker & Refugee Communities Advisory Committee	Dandenong Show	Noble Park Aquatics Centre
Aboriginal & Torres Strait community leaders	Dandenong Stadium	Dandenong Oasis Leisure Centre
BMX Working Group members	City of Greater Dandenong Facebook page	Ride to work day participants
Cafes	Healthy Together Greater Dandenong Facebook page	Roadsafe South East
Culturally and Linguistically Diverse Groups and community leaders	Greater Dandenong Interfaith Network	Local schools classroom activity
City of Greater Dandenong departments	Greater Dandenong Health Champions	Local sports clubs
Community Development E-newsletter	Healthy Children E-newsletter	Springers Leisure Centre
City of Greater Dandenong Customer Service Centres	Healthy Workplaces E-newsletter	Vic Roads
Cycling Strategy Steering Committee Members	City of Greater Dandenong Libraries	WalkFest participants
Cycling Strategy Workshop participants	Monash Health	City of Greater Dandenong webpage
Dandenong Market	Neighboring local Councils	Youth Services Customer Service Centre

Appendix 4.

Community Consultation - Crowd Spot Report

The following report details the key findings from the 305 community members who engaged with the Crowd Spot Map during community consultation.

Report - City of Greater Dandenong Cycling

Engagement:

Active (posting a spot, liking or commenting): 58	Site views
	336 (total page views) 305 (passive and active views)

Spots posted by gender:

Male 33	Female 23	Not provided 2
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Spots posted by age:

	MALE (33)	FEMALE (23)	TOTAL
<14	1	1	2
15-19	2	1	3
20-24:	2		2
25-34:	4	3	7
35-44:	4	10	14
45-54:	10	7	17
55-64:	8	1	9
65-74:	2		2
NA			2

Top times for cycling

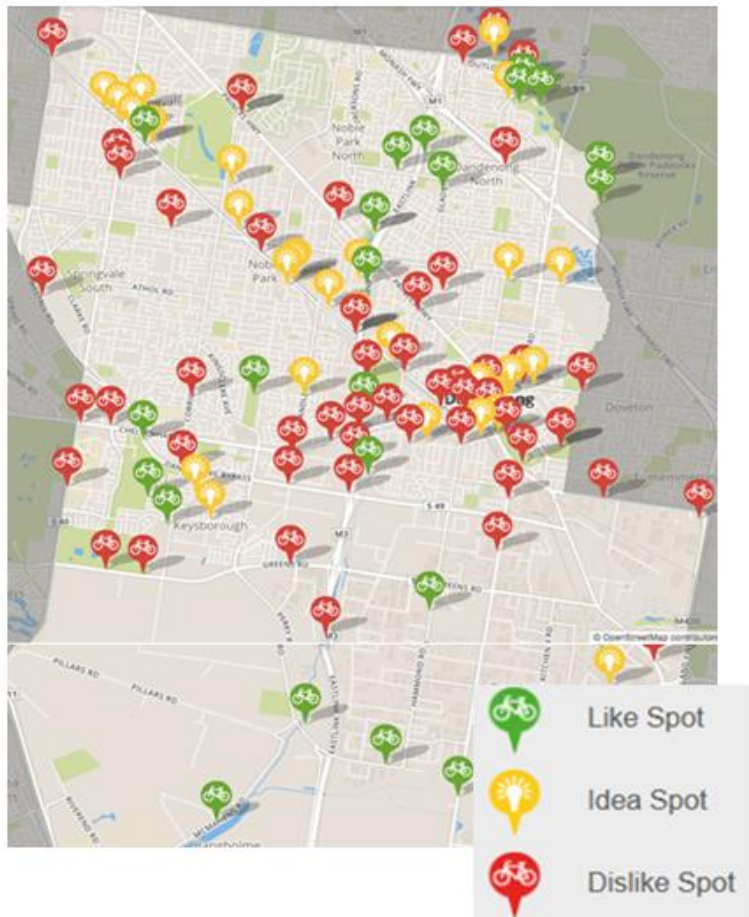
1	Morning	18
2	Evening	7
3	All times	16

Top reasons for cycling



Reasons
Work x 13
Local shops x 2
For the love of cycling & for fitness and, to sometimes get to somewhere else (commuting) x 1
School x 1

Top 10 Spots or issues

The following map represents areas across the municipality that were identified during the consultation period as areas that people liked, had an issue with or had a suggestion to improve cycling in a particular area. The top 10 items have been outlined in the facing table.



No.	Spot	Reason
1	Tirhatuan Park	Like
2	Eastlink Trail - Halton Road	Like
3	Eastlink	Like
4	Tirhatuan Park	Like
5	Tirhatuan Park	Issue - Path is very narrow, pavement broken-up and bends lead to inadequate sight-distance
6	Gladstone Rd between Fillmore Rd and Outlook Dr	Issue - Area has to be traversed to get onto Outlook Drive and then on to the Dandenong Creek Trail or Eastlink Trail. The bus stop followed by narrow lanes at the intersection makes it feel unsafe. It might help if the footpath was a shared path to enable cyclists to avoid the run up to the intersection heading to Outlook Drive. If extended up the hill it could help people access the Eastlink Trail.
7	Local to Chandler Road	Idea - Would like to see activities and family friendly, community events like Walkfest but involving cycling
8	Tatterson Park	Like
9	Hammond Rd / Webster St intersection	Idea - The Dandenong Creek Trail stops at Hammond Rd and restarts on the other side. Two sets of traffic lights have to be negotiated to continue on. This is a dangerous intersection to cross even with traffic lights. Why can't a bike path be constructed under the Hammond Rd bridge to connect the two sections??
10	Tirhatuan Park near Royal Oak Crt	Issue - The gravel path here is degraded and rutted. It is also narrow with a blind spot at the foot of the slope before entering the recently concreted stretch heading to Police Road.

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