



THEME TWO **ACCESSIBLE AND WELL CONNECTED**

GLEN EIRA CITY COUNCIL
ANNUAL REPORT
2019–2020

BENTLEIGH • BENTLEIGH EAST • BRIGHTON EAST • CARNEGIE • CAULFIELD • ELSTERNWICK
GARDENVALE • GLEN HUNTLY • MCKINNON • MURRUMBEENA • ORMOND • ST KILDA EAST



GLEN EIRA
CITY COUNCIL

THEME TWO

ACCESSIBLE AND WELL CONNECTED

Long-term community goal:

A City that is easy to move around, full of safe travel options and walkable neighbourhoods.

We are committed to maintaining a safe footpath network, upgrading bicycle routes and coming up with new solutions to address parking demands.

In 2019–2020 we:

- completed our community and stakeholder consultation for our safe cycling corridor project to link St Kilda Road with the Djerring Trail — a bike trail that runs under and alongside the Dandenong to City train line. Inkerman Road in Caulfield North has been selected as the safe cycling corridor. The corridor plan is being prepared, however the project design has been paused in response to the COVID-19 restrictions. We will be exploring various design options for the Inkerman Road corridor and will be consulting with the community before a final decision on the design is made in 2021;
- endorsed the *Glen Eira Parking Policy* in March. The *Policy* aims to provide a balanced response to the challenge of meeting the needs of car owners/drivers while striving to make sure our public spaces are people-friendly. Important aspects of the *Policy* include: group, carer, visiting tradesperson, community volunteer and unique circumstances permits; a public transport incentive scheme; neighbourhood parking plans which will invite feedback from residents in a local area; and eligibility for two residential parking permits per household in eligible areas; and
- updated and adopted a *Walking and Accessibility Action Plan 2019–2024* and the *Cycling Action Plan*. Our *Walking and Accessibility Action Plan* focuses on building an accessible and safe pedestrian network, to support walking as an attractive form of transport within Glen Eira. The *Plan* sets out actions for infrastructure, policy and enforcement, education and behaviour. Our *Cycling Action Plan* aims to improve opportunities for cycling around Glen Eira and identifies areas for improvement to help support cycling as a safe and viable transport option for the community. These include improvements to recognise the role that the cycling network plays in linking people to public transport and walking routes. The *Plan* includes actions on infrastructure, policy and enforcement and education/behaviour.

THE STRATEGIC OBJECTIVES OF THIS LONG-TERM COMMUNITY GOAL ARE:

1. DEVELOP A HOLISTIC APPROACH TO TRANSPORT AND PARKING, WHICH INVOLVES PLANNING AND ACCOMMODATING FOR RESIDENTS AND VISITORS, THE INDIVIDUAL'S JOURNEY AND THE CITY AS A WHOLE.

WE WILL:

- Develop an integrated approach on the many different ways we can move around the City; with a focus on safer, greener and walkable neighbourhoods.
- Improve our local streets and shared paths through the implementation of a revised *Cycling Strategy*, *Walking Strategy* and street design guidelines.

2. ADDRESS THE COMMUNITY'S PARKING NEEDS TO MINIMISE IMPACTS ON COMMUNITY WELLBEING, AND IMPROVE THE CONNECTIONS AND THE VIBRANCY OF THE CITY.

WE WILL:

- Manage public parking within built up areas and shopping precincts through targeted improvements.
- Address the impact of new developments by reviewing the parking requirements within our *Planning Scheme* to ensure that developments provide their fair share of on-site parking and minimise the impacts on the amenity of local streets.
- Prepare a strategic, municipal-wide review of car parking and traffic to help inform future decision-making regarding parking provision.

3. REDUCE CAR CONGESTION BY ENCOURAGING GREATER LOCAL EMPLOYMENT, HEALTH, EDUCATION AND SHOPPING OPPORTUNITIES CLOSE TO HOME AND PUBLIC TRANSPORT NETWORKS.

WE WILL:

- Explore local planning policy, to ensure that it encourages local employment opportunities.
- Undertake place-based planning that encourages greater employment, residential and business opportunities within our urban places.

4. ENHANCE ROAD USER SAFETY WITH PARTICULAR FOCUS AROUND SCHOOLS AND ACTIVITY CENTRES.

WE WILL:

- Update our *Road Safety Strategy* with the latest VicRoads data (Road Crash Information Systems) and publish an update of the action plan.
- Continue and monitor our program of safety audits around schools.
- Through our parking enforcement framework, ensure our drivers park in a safe and fair manner.

ON BEHALF OF THE COMMUNITY, COUNCIL WILL ADVOCATE FOR:

- State Government and adjoining councils to take a collaborative approach to transport planning.
- High quality design and integration of committed railway grade separation projects and a commitment to remove Glenhuntly Road and Neerim Road level crossings.
- Improved access to public transport, particularly more direct bus services linking existing rail and tram services to our shopping precincts and community places.
- Reduced speed limits and other road safety initiatives around school crossings and shopping centre precincts.
- The State Government to prioritise through-traffic on the roads that it is responsible for.

HOW WILL WE KNOW IF WE HAVE BEEN SUCCESSFUL?

STRATEGIC INDICATOR	RESULT
<p>We will increase bicycle usage by 10 per cent from 2017 figures.</p>	<p>There has been a 6.2 per cent* increase in bicycle usage in 2020 (2,150) from 2016 figures (2,051 movements).</p> <p>In 2019 bicycle usage decreased by two per cent** compared to 2018.</p> <p>In 2018 bicycle usage decreased marginally by one per cent compared to 2016.** The 2018 data indicates there were 2,025 movements in 2018 compared to 2,051 movements*** in 2016.</p> <p>*Source: Super Tuesday Commuter Bike Count (new sites were excluded from this comparison) conducted on Tuesday 3 March 2020 for two hours from 7am to 9am. As this count is a single morning census it can be affected by weather.</p> <p>**Source: Super Tuesday Commuter Bike Count.</p> <p>***Movements — a bicycle moving through the survey area in the time period of the count.</p>
<p>A greater percentage of people (compared to 2017 numbers) will live within walking distance of a major transport node.</p>	<p>There has been a small increase in the number of people living close to a train station, to approximately 65.03 per cent up from 65 per cent the previous financial year. This is significantly higher than the 2017 base rate of 43 per cent. The most significant increase was in the area close to Elsternwick Station, which increased 32 per cent from the previous financial year.</p>
<p>We will construct five per cent of our missing link footpaths.</p>	<p>We constructed 1.1 kilometres of missing link footpaths in priority locations across the municipality. This is the third year of the program and a total of 11.6 per cent of the missing link footpaths have now been installed.</p>

HOW WILL WE KNOW IF WE HAVE BEEN SUCCESSFUL? (continued)

STRATEGIC INDICATOR	RESULT
<p>We will achieve a five per cent improvement in the ‘Walk Score’ across the municipality.</p>	<p>The 2020 Walk Score for the Glen Eira municipality is 73*, which is unchanged from 2018 and 2019.</p> <p>A score between 70–89 deems Glen Eira very walkable, where the community can accomplish most errands on foot. It is anticipated that this score will improve once Council’s <i>Integrated Transport Strategy</i> pilot projects are implemented which include the Pedestrian Safe Neighbourhood Pilot in Bentleigh East and Safe Cycling Corridor Pilot in Caulfield. Both projects are scheduled for design in 2020–21.</p> <p>*Source: www.walkscore.com</p>
<p>We will achieve a five per cent improvement rating of traffic management and parking facilities from the previous year’s Community Satisfaction Survey.</p>	<p>The 2020 <i>Local Government Community Satisfaction Survey</i> indicates that there has been an increase in Glen Eira’s parking facilities performance index score from 54 in 2019 to 59 in 2020.</p> <p>On 17 March 2020 Council adopted a new <i>Parking Policy</i> and <i>Residential Permit Parking System Policy</i> that will provide a balanced approach for managing parking across the municipality.</p>

Achieved =  Not achieved =  Not achieved due to COVID-19 pandemic = 

2019–20 COMMITMENT	PERFORMANCE MEASURE	RESULT
<p>We will construct a number of new footpaths throughout the municipality, creating connections where there are missing footpaths.</p>	<p>Construct one kilometre of new footpaths in prioritised locations across the municipality.</p> <p>This is also a major initiative of the 2019–20 Annual Budget.</p>	
<p>Comment: 1.1 kilometres of new footpaths across six streets successfully constructed. This is the third year of the program and a total of 11.6 per cent of the missing link footpaths have now been installed.</p>		
<p>We will complete and review the transport pilot projects in line with our new <i>Integrated Transport Strategy</i>, with a focus on creating safer and walkable neighbourhoods.</p>	<p>Commence implementation of the <i>Pedestrian Safe Neighbourhood Project Pilot</i> in Bentleigh East by 30 June 2020.</p>	
<p>Comment: Concept and traffic designs have been prepared. Speed reduction requests have been submitted to the Department of Transport seeking approval. The neighbourhood plan will be finalised with landscape design consultants; however, community consultation is temporarily on hold due to COVID-19 restrictions. Community and stakeholder consultation will recommence in the new financial year with implementation to follow.</p>		
<p>We will complete and review the transport pilot projects in line with our new <i>Integrated Transport Strategy</i>, with a focus on creating safer and walkable neighbourhoods. (continued)</p>	<p>Complete community and stakeholder consultation and a corridor plan for the Safe Cycling Corridor Project by 1 March 2020.</p> <p>This is also a major initiative of the 2019–20 Annual Budget.</p>	
<p>Comment: All scheduled activities including community and stakeholder consultation for the development of a cycling corridor plan have been postponed due to COVID-19 restrictions. All community and stakeholder consultation will recommence in the new financial year, with a commitment to complete all community and stakeholder consultation and present a report to Council by June 2021.</p>		

2019–20 COMMITMENT	PERFORMANCE MEASURE	RESULT
<p>We commence implementation of the action plans for walking and cycling based on the principles of the <i>Integrated Transport Strategy</i>.</p>	<p>Commence implementation of <i>Cycling Strategy Action Plan</i>.</p>	
<p>Comment: At the 17 December 2019 Ordinary Council Meeting, the Cycling Action Plan was adopted by Council. The implementation of this <i>Action Plan</i> has commenced including:</p> <ul style="list-style-type: none"> • Implementation of a safe cycling corridor pilot project. <p>We are investigating an appropriate route to establish a safe cycling street to link the St Kilda Road corridor and the Djerring trail. Inkerman Road has been selected as the safe cycling corridor. The corridor plan is in preparation; however the project design has been paused in response to the COVID-19 restrictions.</p> <ul style="list-style-type: none"> • Investigate the completion of missing sections of cycling routes in Glen Eira. <p>The Frankston Rail Trail from Glen Huntly to Caulfield is being investigated as part of <i>Caulfield Station Precinct Structure Plan</i> development and early Level Crossing Removal Authority investigations.</p>		
	<p>Commence implementation of the <i>Walking Strategy Action Plan</i>.</p>	
<p>Comment: At the 17 December 2019 Ordinary Council Meeting, the <i>Walking and Accessibility Action Plan</i> was adopted by Council. The implementation of this <i>Action Plan</i> has commenced including these actions:</p> <ul style="list-style-type: none"> • Continue Council’s program of assessing the <i>Disability Discrimination Act</i> compliance of our activity centres and prioritise actions. Elsterwick and Carnegie activity centre assessment recently completed and <i>Action Plans</i> adopted by Council. • Continue to educate the community in relation to walking by funding a series of initiatives and programs. In October and November 2019 Council joined VicHealth in its mission to get kids active by walking, riding and scooting to school as part of the Health Promotion Foundation’s annual <i>Walk to School</i> program. We partnered with 15 Glen Eira primary schools (7,552 students) in a <i>Walk to School</i> golden ticket program. The more students walked, rode or scooted to school, the more times they could enter the <i>Active Schools Competition</i>. In Glen Eira there were 4,946 tickets collected representing more than 49,000 trips. 		
<p>We will manage car parking guided by the new <i>Parking Policy</i>.</p>	<p>By 1 April 2020, commence implementation of a new residential parking permit framework, as adopted in the <i>Parking Policy</i> and Local Law.</p>	
<p>Comment: The Glen Eira Parking Policy was endorsed at the 17 March 2021 Council meeting and is available on Council’s website. Residents applying for permits as of 1 July 2020 will be governed by the new <i>Policy</i>. One hundred visitor permits, tradesperson permits and carers’ permits are available for new applicants. All residents will reapply for permits in 2022 as per the <i>Policy</i>.</p>		