



THEME TWO ACCESSIBLE AND WELL CONNECTED

GLEN EIRA CITY COUNCIL
ANNUAL REPORT
2017-2018

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.

We will encourage various modes of transport, including walking. Our aspiration is to create neighbourhoods where people can access the goods and services they need, within 20 minutes of where they live, travelling by foot, bicycle or public transport.

Our transport network will be safe for pedestrians, cyclists and motorists. It will address the demands of today and cater for Glen Eira's future.

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
We will increase bicycle usage by 10 per cent from 2017 figures.	<p>Bicycle usage has decreased marginally by one per cent compared to 2016*. The collected data indicates that there were 2,025 movements** in 2018 compared to 2,051 movements in 2016.</p> <p>Council's <i>Integrated Transport Strategy</i> identifies ways to reduce car use by transitioning 980 private vehicle commuters onto other modes every year for the next 15 years. A plan to implement a pilot cycle corridor to encourage an increase in cycling will take place in 2019–20.</p> <p>* Source: 2018 Super Tuesday Commuter Bike Count. ** Movements — a bicycle moving through the survey area in the time period of the count.</p>
A greater percentage of people (compared to 2017 numbers) will live within walking distance of a major transport node.	<p>The total percentage of people living within walkable distance of a major transport node (ie. a train station) has increased by 0.4 per cent from 42.6 per cent in 2016–17 to 43 per cent in 2017–18. Data shows that approximately 75 per cent of new dwellings completed in 2017–18 are located close to train stations.</p>
We will construct five per cent of our missing link footpaths.	<p>We constructed 3.7 per cent (1km) of new footpaths in 2017–18. This is the first year of a four year program to install missing link footpaths.</p>
We will achieve a five per cent improvement in the 'Walk Score' across the municipality.	<p>The 2018 Walk Score for the Glen Eira municipality is 73*, which is unchanged from 2017. 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 various projects incorporated in Council's <i>Integrated Transport Strategy</i> are implemented. * Source: www.walkscore.com</p>
We will achieve a five per cent improvement rating of traffic management and parking facilities from the previous year's <i>Community Satisfaction Survey</i> .	<p>Glen Eira's traffic management index score continues to be higher than the state-wide average of 57 with an index score of 60 in 2018 and 59 in 2017.</p> <p>Glen Eira's parking facilities also score higher than the state-wide average of 71 with an index score of 73 in 2018 and 74 in 2017.</p>

2017–18 COMMITMENT	PERFORMANCE MEASURE	RESULT
We will develop a new <i>Integrated Transport Strategy</i> , which identifies and sets the City's goals for various transport modes, with a focus on creating safer and walkable neighbourhoods.	Council endorses <i>Integrated Transport Strategy</i> .	✓
Comment: The <i>Integrated Transport Strategy 2018–2023</i> was adopted by Council on 12 June 2018.		
We will complete a municipal-wide <i>Car Parking Strategy</i> .	Develop and adopt <i>Car Parking Strategy</i> .	✗
Comment: The <i>Car Parking Strategy</i> could not be completed until the <i>Integrated Transport Strategy 2018–2023</i> was adopted. This is now expected to be finalised in November 2018.		
We will update our <i>Walking Strategy</i> with particular focus on improving pedestrian safety around schools, and creating incentives for our community to use sustainable forms of transport.	Update and endorse <i>Walking Strategy</i> .	✓
Comment: The <i>Walking Strategy</i> was incorporated within the <i>Integrated Transport Strategy 2018–2023</i> which was adopted by Council on 12 June 2018.		
We will revise our approach to implementing or amending parking restrictions to ensure that affected residents are consulted in all circumstances in advance of any changes being implemented.	A <i>Car Parking Policy</i> to be developed as part of Council's <i>Integrated Transport Strategy</i> .	✗
Comment: Development of the <i>Car Parking Policy</i> could not be completed until the <i>Integrated Transport Strategy 2018–2023</i> was adopted. This Policy is expected to be finalised in November 2018.		
We will enhance our footpath renewal and upgrade programs to deliver more small area footpath improvement projects and also construct a number of missing link footpaths throughout the municipality.	Construct five per cent of our missing link footpaths.	✓
Comment: The construction of approximately 1km of missing footpaths has been successfully completed in 11 streets and one park in 2017–18 at the following locations: Hood Crescent, Caulfield North; Aroona Road, Caulfield North; Khartoum Street, Caulfield North; Lawrance Street, Murrumbeena; Lyons Street, Carnegie; Toolambool Road, Carnegie; Forster Court, Bentleigh East; Faulkner Street, Bentleigh; Lockwood Street, Bentleigh; Marion Street, Bentleigh; Crozier Court, McKinnon; and Koornang Park, Carnegie.		