

# INTEGRATED TRANSPORT STRATEGY ROUND ONE COMMUNITY ENGAGEMENT SUMMARY REPORT

26 JULY TO 20 AUGUST 2017



GLEN EIRA  
CITY COUNCIL

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# INTEGRATED TRANSPORT STRATEGY

## KEY CONCERNS AND SOLUTIONS

### CONSULTATION

In July and August Council sought feedback on key transport concerns and solutions to aid in the development of the draft *Integrated Transport Strategy*.

The consultation was based around a series of 'personas' which acted as case studies of a range of typical Glen Eira residents, with key transport goals, constraints and solutions was identified for each 'persona'. Participants were asked to select which 'persona' was most suited to their own situation and identify key concerns that hadn't been considered as well as any additional solutions.

The persona's and associated goals, constraints and solutions were selected based on local demographic data and feedback received through previous community consultation undertaken in the previous 12 months including:

- Bentleigh, Carnegie and Elsternwick concept plan consultations (July-August 2017)
- Activity Centre, Housing and Local Economy Strategy consultation (May-June 2017)
- Transport Forum (12 September 2016)
- Council and Community Plan consultation (July-August 2016)

### FEEDBACK RECEIVED

49 survey responses  
38 forum comments  
3 submissions

## KEY THEMES

- Safety – safety was important for all users and methods of travel. Solutions included education for drivers, cyclists and pedestrians, better lighting at train station and on paths, seating, footbridges and safe crossing points including elevated pedestrian crossings and improving footpaths.
- Better cycling linkages – the need for more and better connected cycling paths was expressed as well as a better distinction between bike and car lanes. This includes North-South cycling route, connecting to community facilities such as parks and playgrounds and connecting with paths in other municipalities.
- Public transport – making it easier and more attractive to use public transport including improved connections, a high frequency of services and accessible, real time travel information and more parking for both cars and bikes at train stations.
- Parking – solutions required to provide more parking in shopping strips and train stations and to reduce impact on local streets including not allowing waivers for new developments and stricter rules around permits.
- Traffic congestion – solutions required to reduce traffic and to improve traffic flow on both main and residential streets including advocating for more level crossing removals.
- Planning for the future – the need to prepare for future travel modes including electric cars, driverless cars and car share.
- Encouraging non-car methods of travel – a higher focus on encouraging other methods of travel such as walking school bus/tram group, more school buses and safe walking/cycling corridors to activity centres, parks, playgrounds and schools and improved walking and cycling infrastructure.

# TRANSPORT PERSONA SURVEYS


A total of 11 personas were presented with a total of 49 surveys completed. The highest number of surveys were completed for the 'bike rider' persona (15 surveys). No surveys were completed for the 'university student' and 'tradesperson' personas.

While providing additional insight into participants personal needs the survey highlighted that:

- Safety and
- Traffic congestion and parking continue to be key concerns
- Everyone has different needs which are often conflicting. In order to cater for everyone's needs we need to find a balance.
- People's needs change as their circumstances change.



## BIKE RIDER

	<p>15 surveys were completed regarding the 'bike rider' persona. Goals and constraints focused around safety, and having safe, convenient and high quality cycle paths that are well connected. Solutions included education for drivers, cyclists and pedestrians, more and wider dedicated bike paths (both on and off road) and more and better crossings and also more and better located bike parking/storage near train stations and shopping centres.</p>
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### ARE THERE ANY GOALS, ISSUES OR CONSTRAINTS THAT IMPACT ON TRAVELLING TO WORK THAT WE HAVE MISSED?

GOAL ISSUE OR CONSTRAINT	SOLUTION
In my experience as a rider the greatest risk factor is vehicle drivers with a lack of awareness for riders. Despite bright clothing and multiple bike lights, near misses with cars are still a regular occurrence.	Improving driver awareness, intermittent driver/rider safety campaigns via website/Facebook may put the issue onto peoples mindsets.
"Whilst I still ride to work, I do not necessarily feel safe doing so. The main concern is the bike lanes that run directly adjacent to parked cars - leaving riders particularly vulnerable to ""dooring"".	Separated bike lanes for main roads.
Aggressive drivers is also a concern. "	Driver education may also help as the 1meter passing rule does not appear to be widely understood. Bicycles aren't the enemy but some cars certainly treat us that way. "
This looks good however I do think you have missed something. This includes riding your bike to the train station to go to then catch the train to work. You see the infrastructure to accommodate this in many European cities.	Yes. Currently the Elsternwick rain station does not have any (possible one or two) bike stands where you can confidently attach your bike. I do think there is room to improve this at low cost. This would encourage people from Elwood for example to ride their bike to the station. Thanks
I live around the corner on Riddell pde and would love to ride my bike to work. However Glen Eira Road or Glen Huntly Road are the two ways I can get to work via bike and I am too scared to ride in such close proximity to cars and other vehicles.	Wider Bike lanes? Or somewhere where cars cannot park in the bike lane which forces cyclists to ride in the same lane with cars
Safe on-road north-south facilities. Current plan only foresees East-west along train line.	"Current approach of parked cars over safe cycleways needs to change. See Koornang Rd, Murrumbeena Rd etc. If it's not safe for children or elderly then it's not safe.
unsafe with long delays crossing Nepean Hwy on Glen Huntly Rd	Back streets favour fast car use and parked cars. Look at assessing for safety with increase of school children and families in area."

"Linkages between bike tracks eg Queens Avenue link to bike track along railway line the other side of Glen Huntly Road.	a foot-bridge over Glen Huntly Rd to get to Elsternwick from Elwood and vice and versa.
Lack of good storage options. For instance there is poor bike storage at Glen Huntly station.	Advocate to State Government / Vic Track for improved bike storage at statins and use of and along railway lines for bike tracks.
There should be a bike track that links Neerim and Glen Huntly."	Better to start using "Sharrows" (bike symbols with arrows) on the road to tell cars to be Bike aware.
Bike lanes that allow car parking to fill them is useless, eg. McKinnon Rd.	Use audible lines to separate car lanes from bike lanes.
As a fast, commuting cyclist, bike paths are too slow and inappropriate. Bike lanes on the road are preferred and there needs to be more distinction between the bike lanes and the car lanes.	"Road surface improvements and driver/ pedestrian education in addition to the off road dedicated pathways. Road surfaces on side of roads (East boundary road as an example) is something the council and Vic roads need to address. This in the stream of traffic comprise a higher risk of bicycle car collision.
Safe cycling travel would be the goal. This is include both on street travel and off street dedicated cycling pathways.	Sharing cycling pathways with Pedestrians is always appropriate but cyclist pedestrian education in really important to both users safety."
N/A	"Glen Eira is fortunate enough to have dozens of north-south and east-west road links. which connect multiple train lines and recreation/shopping destinations. Why can't you invest heavily on ONE strategic North-South road link and one East-West road link and have a dedicated bicycle lane instead of on street parking?
"Yes, I take public transport to work three days a week. I use my car the other day. I would prefer to give up the car and use only sustainable transport. (I work four days a week at two jobs in different parts of Melbourne - Parkville and Hampton East). Having a pleasant and sustainable solution for getting to/ from work is important to me.	I definitely don't expect bicycle lanes on every road because you need to balance it with on street parking, but there are so many road connections with some roads/streets not heavily utilised for parking that can be converted into a bicycle lane.
I used to love riding my bike and would prefer to take a train + ride option on p/t (which I used to do several years ago) but it's now unviable. Not because of my medical condition but because of the overcrowding.	I also find it strange not many cycling lanes are painted green."
The public transport journey has become an ordeal.	Could we have lit bike paths (for example the new one along the Frankston train line) within Glen eira city council?
Until winter I was regularly riding my bike to the Hampton east job once a week from Carnegie. I plan to resume this in Spring. However I feel extremely unsafe on the road at times with aggressive drivers. Also the streets are poorly lit and the bike paths are both unlit and do not interlink. When I finish work at 5.30 I feel unsafe cycling home even with the best lights and reflective gear. It seems a shame for cycling to be limited to day time hours	Could we have Glen eira lead a community awareness program on courteous use of public transport especially for those with access needs; and, an awareness program targeting cyclists, pedestrians and cars?"

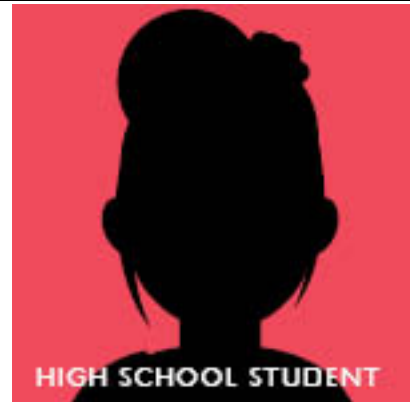
for commuting.	
<b>ARE THERE ANY GOALS, ISSUES OR CONSTRAINTS THAT IMPACT ON SHOPPING THAT WE HAVE MISSED?</b>	
<b>GOAL ISSUE OR CONSTRAINT</b>	<b>SOLUTION</b>
Definitely not enough bicycle parking spaces along the stretch of Koornang Road. Some of these appear to have disappeared in favour of footpath trading. This is understandable but they don't appear to have been relocated, just removed.	Install more "hoop-style" bicycle racks adjacent to shop fronts.
Walking or riding is the very best way to capture the village feel that is part of the mission. I would suggest that improvements in safety along Glenhuntly Rd could be made so that pedestrians and cyclists can safely ride to the shopping strip.	"Yes. From the Brighton Rd end of Glenhuntly Rd to the end of the Elsternwick shopping area humps should be created at each intersection to Glenhuntly Rd to allow safe passage for pedestrians and cyclists and they walk or ride up Glenhuntly Rd. A dedicated bike lane should be added to Glenhuntly Rd and there should be a greater number of bike stands to allow people to confidently secure their bikes at Elsternwick station and other sections along Glenhuntly Rd
Could also ride to coles for groceries however that then entails riding along Glen Huntly road. I don't trust cars not to hit me or people in parked cars not to open their doors on such a busy road	
Cycling should be included as part of the vision, Build it and they will come.	"Back streets favour fast car use and parked cars. Look at assessing for safety with increase of school children and families in area. Create safe corridors to shopping strips. Raised crossings for pedestrians and cyclists to slow cars down."
Again bike. Bike storage near the library to keep parked bikes off the already congested footpath of Koornang Road.	"As above. Reduce additional development that feeds into Roads that are already carrying too much vehicle traffic - eg. Neerim, Grange, Glen Huntly and Queens Road intersections. "
Cycling to shops is also very important, not just walking to shops.	Providing good cycle parking at the shopping areas is vital.
	Providing shading where there are long wait times at pedestrian lights - it can get very hot waiting to cross in full sun in the summer months.
Better located bicycle locking locations on the center road Bentleigh location	Carrying cycle locks and groceries with children is difficult. If we intent to encourage local use of bicycles more I think a better strategy for the council to address this is needed
Elsternwick, Bentleigh strip shopping need to more pedestrian friendly & pleasant environments to visit.	"Reduce parking along Glenhuntly & Centre Rd to improve pedestrian & traffic flows. New parking stations located strategically to service



	Activity centres to encourage ""drive/park/walk"".
Not enough bicycle hoops	I wish there were more bicycle hoops with cool urban design to hook up bicycles. It does not need to be bland hoops embedded into the footpath, what about some art on a blank wall, with metal hoops popping out which can be used to store bicycles?
Getting groceries home from the shop without using the car can be difficult.	"I wish council would lead a campaign on reusable shopping trolleys/ bags/ boxes... Just an idea. Carting the shopping home without using the car can be tricky."
<b>ARE THERE ANY GOALS, ISSUES OR CONSTRAINTS THAT IMPACT ON RECREATION THAT WE HAVE MISSED?</b>	
Better connections towards Elster Creek Trail (understand that some of this is Stonnington).	Use the new skyrail path to integrate paths towards Elster Creek.
	I SUGGEST THAT ALL VEHICLES BE FITTED WITH A REVERSING SIGNAL/SOUND WHICH IS EMITTED WHEN THEY REVERSE - ESPECIALLY WHEN PULLING OUT OF GARAGES, DRIVEWAYS AND UNDERGROUND GARAGES. TOO MANY PEOPLE HAVE BEEN KILLED BY REVERSING VEHICLES - EITHER CYCLISTS OR PEDESTRIANS. I REGARD THIS AS AN URGENT PRIORITY FOR SAFETY OF CYCLISTS AND PEDESTRIANS, AND ALSO TO AVOID THE TRAUMA OF A MOTORIST UNWITTINGLY INJURING, OR KILLING, A CYCLIST OR PEDESTRIAN.
Yes. The Brighton Rd end of Glenhuntly Rd has a large number of health and fitness businesses (gyms, personal trainers, yoga etc). There are small sections of public land in the neighbouring streets which could be used to add exercise stations. This type of infrastructure would support these local businesses, would add to the local character and stimulate activity around the streets without disrupting residents. Small but strategically placed exercise stations that are developed in consultation with these businesses would add a great deal of value. The area I am suggesting is between the Rail Line and Brighton Rd which already has high density living with a large number of apartments and limited open space.	Development of an exercise precinct between the rail line and Brighton Rd in Elsternwick in consultation with health and fitness businesses at the Brighton Rd end of Glenhuntly Rd. This is an area which is heavily populated (high proportion of apartments) with limited open space. There are opportunities to develop strategically placed exercise stations on public land to support health and fitness business and the quality of life of people living in high density accommodation.
Currently dangerous for children and elderly to walk to parks. eg. Koornang Rd park. No nearby cross over busy road.	Create safe corridors to green areas. Remove dooring-zones and add activated crossings to parks.
Linkages between bike tracks so families can enjoy safe recreational riding.	Enlarge bike paths and reduce traffic to one way on Roads such as Queens Avenue
Off road bike paths and shared paths are great for recreational activities for families.	Provide more and better off road bike paths for families on bikes.
	More off street integrated pathways for parents and children to cycle upon, that work with a coordinated


	and integrated approach to linking parks and playgrounds. As such better cycling links to Booran Road Playground and Allnut as an example.
There is no crossing from Boyd Park across Princes Highway into Stonnington	"Can an underpass please be constructed allowing a connection across the 8 lanes of traffic which is Princes Highway? Boyd Park provides an amazing route to travel on, but we are unable to continue our route into Stonnington (and the former outer circle railway line) because all of a sudden there's Princes Highway. There's no traffic light that is nearby to allow us to cross
"Recreation is outstanding in Glen eira city council. We are spoiled for choice.	

## HIGH SCHOOL STUDENT

	<p>3 surveys were completed for the high school student persona.</p> <p>Goals centred around safe cycling and walking paths and encouraging/supporting increased use of public transport. Solutions included an overpass/crossing over Nepean Hwy/Glenhuntly Rd, providing easy to read/accessible timetable information and increasing public transport frequency.</p>
<p><b>ARE THERE ANY GOALS, ISSUES OR CONSTRAINTS THAT IMPACT ON TRAVELLING TO WORK THAT WE HAVE MISSED?</b></p>	
GOAL ISSUE OR CONSTRAINT	SOLUTION
<p>Limited literacy make affect their availability to catch public transport independently. I.e. not being able to read bus schedules.</p>	<p>The information could be provided in an easy-to-read document or be presented via audio systems.</p>
<p>Safe-cycling and walking is important. The only public high school for Elsternwick is Elwood but there is no foot-bridge over Glen Huntly Rd. It can take a very long time to cross the road. In fact, the wait to cross is usually over 5 mins and then you have to wait again in the middle of the road (when you are only halfway across), meaning it is at least 10 minutes just to cross the road. Old people and children are particularly at risk as they cross even slower and are often caught in the middle of road when the lights change.</p>	<p>Build a footbridge like the one in Gardenvale. Yes it might be expensive but very worth it.</p>
	<p>The major schools in Glen Eira (Caulfield Grammar, McKinnon Secondary College etc) often have dedicated school buses which can carry 60-70 people. That is 60-70 less cars outside local schools in residential streets.</p> <p>Can Council work with those schools in a trial to encourage more students to use buses? The buses often collect a dozen students from the train stations the bus passes and can travel to the school along major roads rather than deviating side streets. Council could then see if the trial was successful, or how it could be improved. There needs to be better promotion of it.</p>

	<p>Why not interview the students that use the bus in order to see what could be improved? And why they catch the bus and why they think their friends don't.</p> <p>A wealth of information could be gained from this.</p>
<b>ARE THERE ANY GOALS, ISSUES OR CONSTRAINTS THAT IMPACT ON SHOPPING THAT WE HAVE MISSED?</b>	
<b>GOAL ISSUE OR CONSTRAINT</b>	<b>SOLUTION</b>
Limited literacy may affect their availability to catch public transport independently. I.e. not being able to read bus schedules.	The information could be provided in an easy-to-read document or be presented via audio systems.
there is lack of shopping diversity - high rents seem to force many great businesses to close or move elsewhere	create incentives to reduce rents/costs for business owners on Glen Huntly Rd
The 623 bus to Chadstone should have better frequency. It travels along a major East-West road yet at times has 30 minute frequencies and then 15-20 minutes.	Have 10 minute bus frequencies along major arterial roads to act as a feeder to the train stations.
<b>ARE THERE ANY GOALS, ISSUES OR CONSTRAINTS THAT IMPACT ON RECREATION THAT WE HAVE MISSED?</b>	
<b>GOAL ISSUE OR CONSTRAINT</b>	<b>SOLUTION</b>
Limited literacy make affect their availability to catch public transport independently. I.e. not being able to read bus schedules.	The information could be provided in an easy-to-read document or be presented via audio systems.
A leisure centre with a pool is needed in the Elsternwick area. GSAC is way too far away. T	Build a leisure centre

## OLDER RESIDENT

	<p>6 surveys were completed for the older residents. The major issues identified were safety and road congestion. Solutions to improve safety include improving lighting, better footpaths including ramps/verges onto roads, seating and decreasing speeds in local streets. Solutions for traffic included better enforcement of parking times, expanding the bus/public transport network and frequency of services.</p>
<p><b>ARE THERE ANY GOALS, ISSUES OR CONSTRAINTS THAT IMPACT ON TRAVELLING TO WORK THAT WE HAVE MISSED?</b></p>	
GOAL ISSUE OR CONSTRAINT	SOLUTION
<p>Traffic management and parking. The ability to safely exit your residence by car, and travel safely around suburban streets for work or play.</p>	<p>Speeds in streets in East Bentleigh Neighbourhood Centre should be reduced to 40 kph. Steps should be taken to stop cars using the local streets to avoid busy Centre Rd and East Boundary Rd. Council should be pro active with regard to on street parking. Current by laws do not take into account ...the size of cars etc parking in side streets. ....so many people driving SUV's....very dangerous to use the single carriageway that is created with large vehicles parked on either side of narrow streets...who has right of way....?</p>
<p>safety - walking to Glenhuntly station cars do not obey traffic signals. Cars also do not give way to pedestrians when turning left. Children on bikes also do not give way to pedestrians . Need police foot and vehicle patrols to educate drivers, children, bike riders.</p>	<p>Lobby for more visible community policing. We currently have invisible policing.</p>
<p>I feel that the issues missed relate to uneven pedestrian paths as well as ramps to safely cross roads for elderly people whether they are walking or using a mobility aid. Longer time to cross roads at light controlled crossings.</p>	<p>Ensure that pathways are maintained. Long term hire of mobility scooters for pensioners.</p>
<p>Frequency of buses/public transport. More than 2 buses/hour during the week/evening and more than once in an hour during weekends.</p>	<p>Expansion of the bus network/trams to reach more residences with less walking.</p>
<p>Street lighting for walking to/from transport after dark. Bus frequency inadequate; and time keeping are unreliable.</p>	<p>The gap between street lights is inconsistent, sometimes there are dark stretches of footpath. Will level crossing removal lead to changes?</p>

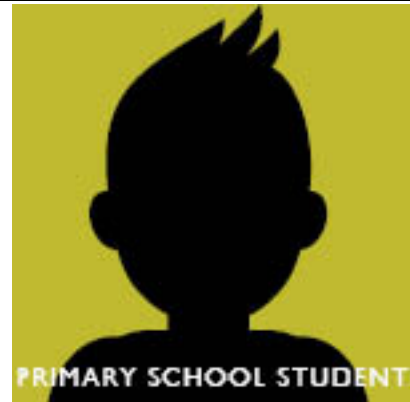
**ARE THERE ANY GOALS, ISSUES OR CONSTRAINTS THAT IMPACT ON SHOPPING THAT WE HAVE MISSED?**

<b>GOAL ISSUE OR CONSTRAINT</b>	<b>SOLUTION</b>
Car Parks, such as the IGA car park in East Bentleigh are very dangerous. 1. Large vehicles block your vision as you attempt to enter or exit a car space. Exits and Entrances to this Car Park, are not designed to cater for larger vehicles or the volume of vehicles, using the car park.	Start being proactive in parking and traffic management, instead of having a fallback position of outdated Regulations. Start policing parking times on a regular basis. Address the issue of the traffic congestion down Centre Rd, particularly when buses move in and out of the traffic....traffic banks back from Boundary Rd west to Bentleigh Shopping Centre.
Alternative local transport	Local loop bus that allows free travel to local residents.
Removal of Glenhuntly level crossing.	Lobby for removal of the crossing
Over crowding of outdoor eating areas impact on elderly people when walking past these areas. More public seats along shopping strips.	More seats with armrests to assist elderly people to get up out of the seat.
What if there are no shops nearby? Suggestions regarding public transport applies.	A per above
Very little public seating for resting	More seating near supermarkets or busy intersections, bus stops.


**ARE THERE ANY GOALS, ISSUES OR CONSTRAINTS THAT IMPACT ON RECREATION THAT WE HAVE MISSED?**

<b>GOAL ISSUE OR CONSTRAINT</b>	<b>SOLUTION</b>
Recreation facilities are great, provided you can safely access them. When did any one on Council try to access GESAC as peak times.	Stop rampant development in East Bentleigh, change regulations to cater for the number of cars per bedroom in Apartment blocks. Stop side streets being used as throughways to major roads. Get real about the dangers and hazards of traffic problems caused by excess supply of dwellings, particularly above shops, many of which are vacant, with more to become available as hundreds of apartments are built in the Centre Rd/East Boundary Rd. area.
	Increased regularity of buses – and more reliable, on-time.
No	
More Community Centres with transport available nearby.	Above.

## PRIMARY SCHOOL STUDENT

 <p>PRIMARY SCHOOL STUDENT</p>	<p>3 surveys were completed for the primary school student. Goals identified were around safety and having streamlined options for travelling to school. Solutions include traffic calming measures, safe crossings over main roads, removing on-street parking and creating communal walking buses and tram groups.</p>
<p><b>ARE THERE ANY GOALS, ISSUES OR CONSTRAINTS THAT IMPACT ON TRAVELLING TO WORK THAT WE HAVE MISSED?</b></p>	
GOAL ISSUE OR CONSTRAINT	SOLUTION
<p>Ensure safe riding conditions.</p>	<p>Raised crossing, slow traffic, no dooring zones, crossings over main roads (eg. Koornang Rd). Remove islandisation suburb-wide. Make local streets safe for riding. Remove on-street parking to ensure a cycle specific thoroughfare.</p>
<p>Facilitating improved capacity to create streamline commuting to work and school drop offs.</p>	<p>Create communal walking buses, and tram groups.</p>
<p><b>ARE THERE ANY GOALS, ISSUES OR CONSTRAINTS THAT IMPACT ON SHOPPING THAT WE HAVE MISSED?</b></p>	
GOAL ISSUE OR CONSTRAINT	SOLUTION
<p>Lock-up facilities</p>	<p>Provide many more lock-up facilities</p>
	<p>Work with metro to ensure there are safe tram stops for kids getting on and off trams</p>
<p><b>ARE THERE ANY GOALS, ISSUES OR CONSTRAINTS THAT IMPACT ON RECREATION THAT WE HAVE MISSED?</b></p>	
GOAL ISSUE OR CONSTRAINT	SOLUTION
<p>NIL</p>	

## PROFESSIONAL WITH YOUNG FAMILY

 <p>PROFESSIONAL WITH YOUNG FAMILY</p>	<p>9 surveys were completed for the professional with young family.</p> <p>The main constraint identified was traffic flow and parking. Solutions included locating offices near train stations, safe on-road cycling paths, level crossing removals and not allowing parking waivers/permits.</p>
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### ARE THERE ANY GOALS, ISSUES OR CONSTRAINTS THAT IMPACT ON TRAVELLING TO WORK THAT WE HAVE MISSED?


GOAL ISSUE OR CONSTRAINT	SOLUTION
<p>Running our own business in Carnegie out of our home based office we work in many different locations, and sometimes have people in our space. We travel by car, train, tram and bicycle depending on various factors. We like our clients to be able to catch public transport or drive and find parking at our venue as needed too. We have children attending Caulfield Primary and Elwood College so we use Glenhuntly Rd a lot (particularly car and tram).</p>	<p>The Glen Huntly village strip is unbearable to drive through since the new lights and footpath extensions. We are sometimes waiting for 10-15 minutes just to get across the train line. We are very disappointed in the development that has happened and have no idea why it was funded. It was unfortunate that the level crossing there wasn't removed, but what was done in an already congested area has made it even worse. Clearly it is too late to oppose the development. Council really needs to consider how to create better traffic flow through and around that area. Also, please stop decreasing all the speed limits, RACV surveys have shown it does not increase safety.</p>
<p>It is important to not have to drive to work. Using PT is much more relaxing and productive</p>	<p>Locating work/offices next to train stations</p>
	<p>Create safe on-road cycling corridors in all directions. Slow down cars, remove on street parking.</p>
<p>The increasing number of 40km zones makes the trip to work increasingly difficult and adds time.</p> <p>Having too many traffic light crossings and intersections on main roads such as Koornang Road.</p>	<p>Consider ways to reduce the need for 40km zones by linking pedestrian walkways and taking them away from major roads or elevating them.</p>
	<p>Improve the traffic situation at the intersection of Dandenong Road and Smith St Caulfield. The traffic is horrendous during</p>



	peak hour.
Access to public transport is more than sufficient for my needs in alma village. Any Negative or improvements are probably Outside of glen Eira control.	
Regular express trains to Southern Cross.  Well lit station at night.  Safety of passengers is paramount.	More patrolling of stations.
<b>ARE THERE ANY GOALS, ISSUES OR CONSTRAINTS THAT IMPACT ON SHOPPING THAT WE HAVE MISSED?</b>	
<b>GOAL ISSUE OR CONSTRAINT</b>	<b>SOLUTION</b>
The Glen Huntly Village shopping centre needs to be upgraded and cleaned up. Driving to the shops there seems a waste of time due to traffic congestion so that will be an ongoing problem for car commuters.	Fix traffic flow. The Sex shop should be removed and there should be an effort to upgrade and improve shop fronts and signage.
Prefer to walk/ride to do shopping	Encourage quality local organic butchers and grocers in neighbourhood centres - fully protected bike lanes to neighbourhood centres
Parking in the biggest issue, but hopefully this will be addressed. It is important to consider traffic flow and entry and exit congestion. An example of poor planning would be the parking entry/ exit at the Spotlight centre.	Plan the entry and exits of car parks carefully and consider the flow of traffic in and out, as well as the width of entries and and exits.
Parking in alma village, I think to protect the residences surrounding the council will have to address parking permits in Cambridge st as well.	Parking permits for residents surrounding alma village.
More high end convenience stores, grocers, butchers, good quality cafes and eateries	Funding!
Shopping centers are becoming impossible to park and shop at because of build up of traffic on local roads and lack of parking spaces available at most times of the day. There are an over abundance of cafes & restaurants where people sit for long periods socializing at all times of the day and which require adequate parking spaces but this requirement is generally waived by Council.	More car parking spaces required. Desist from granting permits in busy areas with existing traffic stress and inadequate parking.
<b>ARE THERE ANY GOALS, ISSUES OR CONSTRAINTS THAT IMPACT ON RECREATION THAT WE HAVE MISSED?</b>	
Not enough sports fields for local club sports and lots of run down facilities.	Improved sporting facilities, hopefully more use of space in Caulfield racecourse...


Safe Walk with kids to local park and café	Locate high quality playgrounds and parks with cafe next door in each neighbourhood. Prioritise walking in neighbourhood with raised crossing points at all interactions
Ensuring there are spaces and paths for kids to ride bikes and scooters away from cars and public transport. Lighting in these areas to improve accessibility.	Safe, shaded enclosed areas for kids and pets to play. Bike and scooter paths for kids and improved lighting to these spaces.
	No one likes traffic but let's face it it's a part of life. Well thought out traffic changes need to be implemented but let's always consider the consequences including the inevitable increase in traffic volumes on the other roads ! Just remember councils can only do so much to encourage the type of social changes that you are intending
Alma Village desperately needs more outdoor leafy open spaces.	Increase the green spaces in the area behind the new Woolworths. Replace the unsightly "Melaleuca" council trees with Port Phillip equalivent "maple trees". It would be so much more cohesive and improve the overall appearance of the Alma Village.
Better playgrounds in parks.  More benefits for the community especially those working with young families.	

## WORKING DAD

	<p>4 surveys were completed for the working dad. Traffic congestion and parking were key concerns. Solutions included further level crossing removals, enforcing parking requirements for new developments and encouraging school bus provision and other non-car alternative travel methods.</p>
<b>ARE THERE ANY GOALS, ISSUES OR CONSTRAINTS THAT IMPACT ON TRAVELLING TO WORK THAT WE HAVE MISSED?</b>	
GOAL ISSUE OR CONSTRAINT	SOLUTION
	<p>TRAVELLING TO WORK. BECAUSE OF THE CONGESTION CAUSED IN OUR MAIN AND SIDE STREETS BY THE INCREASE IN OVER DEVELOPMENT OF BLOCKS OF GROUND FOR APARTMENTS AND UNITES - TOO MANY CARS HAVE APPEARED ON OUR ROADS WHICH HAMPER MOVEMENT OF VEHICLES AIMING TO GET TO WORK ON TIME. MANY MORE CARS ARE PERMANENTLY PARKED IN MAIN AND SIDE STREETS TO THE DETRIMENT OF TRAFFIC FLOW AND SAFETY OF MOTORISTS AND PEDESTRIANS, AS WELL AS MAKING EVERY TRIP LONGER THAN NEED BE. ONE OFTEN HAS TO PULL UP BY THE SIDE OF THE ROAD - BECAUSE OF CONGESTION - TO ALLOW ANOTHER VEHICLE TO PASS, AND ONLY THEN MAY THE FIRST DRIVER PROCEED ON HIS/HER WAY. WHAT DOES THE COUNCIL INTEND TO DO ABOUT THIS MAJOR PROBLEM?</p>
<p>Glen Huntly station level crossing is a burden on traffic in the area.</p> <p>Passengers cannot access the station at all times due to lack of walkway under tracks.</p>	<p>The Glen Huntly station needs to be buried to remove the level crossing with Glen Huntly Road.</p> <p>If the station is not buried there needs to be a pedestrian walkway under the tracks to allow access to all platforms from all directions at all times.</p>

	Fund schools to have their own bus pick-up, freeing up local car traffic and allow independence of children.
Access to public transport is already saturated, making it slow to reach or park (even bikes) near them.	Provide spaces for parking to access public transport and control that these spaces are not used for other purpose.
<b>ARE THERE ANY GOALS, ISSUES OR CONSTRAINTS THAT IMPACT ON SHOPPING THAT WE HAVE MISSED?</b>	
<b>GOAL ISSUE OR CONSTRAINT</b>	<b>SOLUTION</b>
	Improve public and alternative to encourage non-car use.
Overdevelopment has brought too many cars into the streets, making it almost unusable to access local shops. Parking places are used as apartment blocks parking as it appears they are built with less internal parking than the number of apartments they have.	Ban construction of living units without sufficient off street parking per unit. Once buildings are built, inspect them to ensure the construction complies or apply heavy fines.
<b>ARE THERE ANY GOALS, ISSUES OR CONSTRAINTS THAT IMPACT ON RECREATION THAT WE HAVE MISSED?</b>	
<b>GOAL ISSUE OR CONSTRAINT</b>	<b>SOLUTION</b>
	Safe raised crossings over main roads. Slow local traffic.
Lighting conditions on many walking paths is quite poor, and becomes evident on winter time. There are many places where the lights are placed above trees, making the path dark with the shadows.	Place more lights or small sidewalk solar lights to improve walking conditions.
It's very difficult to find a place to exercise dogs or for families and others to enjoy parks in the East Bentleigh area on weekends and after work as sporting groups use all available parks and, in summer, are there all day. With the imminent closure of Tucker Road Primary after hours, there will be nowhere available in the local area during the day on weekends.	Wherever possible, providing more green space for recreation.
Parking again.	Same as above.
Any public toilets need blue lights	

## BUSINESS WOMAN

	<p>7 surveys were completed for the business woman persona. The main constraints were parking and transport connections with the goal being to encourage walking, cycling and public transport rather than car use. Solutions include providing more (free) parking near shops and train stations and working with public transport providers to better align services and increase frequency.</p>
<p><b>ARE THERE ANY GOALS, ISSUES OR CONSTRAINTS THAT IMPACT ON TRAVELLING TO WORK THAT WE HAVE MISSED?</b></p>	
GOAL ISSUE OR CONSTRAINT	SOLUTION
<p>For those residents who do not live close enough to walk to the nearest train station, they rely on catching the bus or cycling. If a bus is late or doesn't stop at the bus stop, it means missing the connecting train. Cycling on main roads with a lot of traffic is dangerous and also there needs to be somewhere safe to park your bike at the train station.</p>	<p>We need more frequent bus services that are scheduled in such a way that they allow enough time to connect with trains even if there are slight delays with the buses. Dedicated bike lines will allow safe travel and building bike cages at the train station is important.</p>
<p>If she can get public transport to work, she can get it to the shops! Try riding a bike or walking.</p>	<p>Encourage walking or bike riding and PT over driving.</p>
<p>For those of us who live too far from a train station (4km is the closest), bus services that are frequent and integrate with train services are very important. Particularly on the Frankston line, buses from Bentleigh station are poorly matched to train arrival, with buses often driving off just as passengers are walking towards them, with at least 15-20 minute waits for the next service common.</p>	<p>Work with transport providers to better align services.</p>
<p>I don't catch the train I drive to work because of the location. My journey in my local area is very stop start because of the traffic, traffic lights, school zones, parking, pedestrian lights, tram, train crossings.</p>	<p>Crossing dandenong road is a nightmare from hotham street, orrong &amp; kooyong roads towards malvern. Parking on these roads is an impediment as is the Right hand turn. The area is getting more and more congested with apartment living and the roads do not cater for the increase in people at peak time. Also trying to navigate around the Caulfield race course in both the mornings and evenings is a nightmare. Trying to do a Right hand turn from can take 15 minutes because of the trains and people wanting to go</p>

	straight ahead block the turn right lane. This results in traffic banked right back to the glen eira school.
Parking is only available before 7:00 am. That puts a lot of constraints on a working woman to be able to get organised at home and ready for work by 6:30 am or she will be late for work!	More parking at stations. More parking spaces available for commuters.
	You have not mentioned in your solutions, the issue of parking availability at train stations. I know I would catch the train much more often if I wS guaranteed to get a car park close to the station.
I love plan one! More car parks	Parking
<b>ARE THERE ANY GOALS, ISSUES OR CONSTRAINTS THAT IMPACT ON SHOPPING THAT WE HAVE MISSED?</b>	
<b>GOAL ISSUE OR CONSTRAINT</b>	<b>SOLUTION</b>
Encourage walking or bike riding and PT over driving.	Encourage walking or bike riding and PT over driving.
I walk to the shops rather than driving because of the parking in the area. It is very difficult to park particularly down Glen Huntley road	Parking at Monash Caulfield. Why is the minimum spend \$2 even if you only require 10 minutes until 6pm. I don't mind paying for street parking near the uni but it gets expensive for a 6pm lecture a couple of times a week.
Parking is an issue, again.	More available parking - underground?
A goal of mine would also be to park for free. This is not mentioned at all.	Do not ever charge for local parking
Parking	
<b>ARE THERE ANY GOALS, ISSUES OR CONSTRAINTS THAT IMPACT ON RECREATION THAT WE HAVE MISSED?</b>	
<b>GOAL ISSUE OR CONSTRAINT</b>	<b>SOLUTION</b>
NIL	

## TRADER



I survey was completed for the trader persona which raised concern regarding traffic issues caused by the Glenhuntly level crossing with the solution being to remove the crossing.

### ARE THERE ANY GOALS, ISSUES OR CONSTRAINTS THAT IMPACT ON TRAVELLING TO WORK THAT WE HAVE MISSED?

GOAL ISSUE OR CONSTRAINT	SOLUTION
NIL	


### ARE THERE ANY GOALS, ISSUES OR CONSTRAINTS THAT IMPACT ON SHOPPING THAT WE HAVE MISSED?

GOAL ISSUE OR CONSTRAINT	SOLUTION
THE INTERSECTION BETWEEN GLENHUNTLY ROAD AND JAMES STREET (CORNER OF WOOLWORTHS SUPERMARKET STORE) IS SHOCKING. WHEN THE BOOMS ARE DOWN TRAFFIC BUILDS UP WAY DOWN, ALMOST TO BAMBRA ROAD, AND HOLD UPS ARE REGULAR. THE BOOMS OVER THERE NEED TO BE REMOVED AND REPLACED WITH EITHER A BRIDGE OVER THE RAILWAY LINE, OR A TUNNEL UNDERNEATH FOR THE TRAINS TO BY-PASS CROSSING THE ROAD. A SHOCKING SITUATION IN GENERAL.	

### ARE THERE ANY GOALS, ISSUES OR CONSTRAINTS THAT IMPACT ON RECREATION THAT WE HAVE MISSED?

GOAL ISSUE OR CONSTRAINT	SOLUTION
NIL	

## WHEELCHAIR USER

 A black silhouette of a person's head and shoulders, facing forward, set against a light orange background. Below the silhouette, the words "WHEELCHAIR USER" are written in black capital letters. <p>I survey was completed for the wheelchair user persona. The issue raised was around access with the solution of a community bus service for people with a disability and elderly to Southland and Chadstone shopping centres.</p>	
<b>ARE THERE ANY GOALS, ISSUES OR CONSTRAINTS THAT IMPACT ON TRAVELLING TO WORK THAT WE HAVE MISSED?</b>	
<b>GOAL ISSUE OR CONSTRAINT</b>	<b>SOLUTION</b>
NIL	
<b>ARE THERE ANY GOALS, ISSUES OR CONSTRAINTS THAT IMPACT ON SHOPPING THAT WE HAVE MISSED?</b>	
<b>GOAL ISSUE OR CONSTRAINT</b>	<b>SOLUTION</b>
For Vision Impaired people and any disabled person unable to drive would appreciate a bus service that goes directly from Bentleigh Station to Southland shopping centre. A bus service from Bentleigh Station directly to Chadstone shopping centre.	Council provides Community Bus Service for people with disabilities and the elderly to go to Southland or Chadstone shopping centres 3 times a week departing from centre & jasper roads.
<b>ARE THERE ANY GOALS, ISSUES OR CONSTRAINTS THAT IMPACT ON RECREATION THAT WE HAVE MISSED?</b>	
<b>GOAL ISSUE OR CONSTRAINT</b>	<b>SOLUTION</b>
NIL	



# FORUM RESPONSES

## SUBMISSION 1

City Futures Department Dear Sir/Madam We have been residents of Barrington St, Bentleigh East for 44 years and we would like to make a few suggestions re parking, since the construction of units in the area we think putting parking spaces into the nature strips (as done in Gardeners Rd. at the rear of GESAC) would allow 2 lanes of traffic along Barrington St ( or any other Street with the same problem re-Curtin St.). Many times we have had to wait for cars in the opposite direction to complete the run from Tambet St. to Marlborough St. due to cars parked on both sides of the street, this problem is mainly caused by the unit owners having 2-3 (sometimes more) cars per unit without enough off street parking allowed on the building permits. By having parking spaces on to the nature strips, be it full car width 1 side of the street or half car widths opposite each other both sides of the street this would allow 2 lanes of un-hindered travel along the street. Also when the Ormond station was being constructed there was 2 right hand turn lanes travelling east in North Rd. and turning into East Boundary Rd. this was a god send at peak times (it cleared traffic quickly) and would be advantages to have it reinstalled please. Kind regards

## SUBMISSION 2

Develop or at least discuss local area transport strategies at micro level that can evolve. Generate public participation, discussions and ideas at a local grassroots level. Increase local Walk Score and Transit Score

## SUBMISSION 3

Advocate for Caulfield Station to be turned into a true intermodal transport hub with better integration between various forms of transport - active transport, train, tram, bus, taxi, shared and on demand transport. Should include better station facilities and integration Part of making a Caulfield an appealing destination/transit point (other than for the university)

## SUBMISSION 4

Local roads should be only for local traffic, and strategies should be implemented to ensure that occurs. Encourage VicRoads arterial roads are well managed to ensure highest possible carrying capacity. However, size of roads should not be increased due to the greater adverse amenity impact on the local area

## SUBMISSION 5

There needs to be additional parking at the town hall car park.

## **SUBMISSION 6**

Investigate, trial and experiment with and then implement various 'smart' parking solutions. Consider changing parking charges (3 or 6 months) to ensure only 70% or so parking are taken in a particular area. Considerable portion of traffic in parking insensitive areas are cars driving around looking for a parking space. Station car parking should be only for commuters rather than residents (although for state government entities to manage) . However, areas near stations should be shoppers, visitors to the activity centres, residents but not for commuters.

## **SUBMISSION 7**

Investigate and promote possible community owned/shared cars

## **SUBMISSION 8**

Provide for greater pedestrian priority and reduce possible conflict points between pedestrian and vehicles/cyclists. Pedestrians often to wait long period of times, sometimes in large numbers, while a few cars go past. Walkability and prioritisation of pedestrians should be increased. Ensure access for all.

## **SUBMISSION 9**

Jasper/Grange Road bus to increase bus connectivity in areas between stations and to improve rail network resilience

## **SUBMISSION 10**

Increased bus patronage. 3 key variables of increasing public transport are price, frequency and travel time (particularly compared to perceived travel time of other forms of transports. Advocate for increase of bus frequency and bus priority. Maybe advocate for discounted local area bus pass. Encourage real time information at bus and trams stops (and train stations if not done) as perception of wait time is considerably longer if no information is provided.

## **SUBMISSION 11**

Provide high quality cycling infrastructure. Celebrate and promote cycling by providing prominent and well designed cycling infrastructure. Improve cycling infrastructure by

providing separate bike paths. At least segregated bike lines rather than painted lines shared with parked cars.

## **SUBMISSION 12**

Bus on demand service or community bus service. Many introduce by using council's own buses together with a simple, easy to use and already available app/phone number  
Trial driverless buses, maybe in conjunction with Monash University Caulfield engineering facility

## **SUBMISSION 13**

I think footpaths - aside from shopping strips ( a dismount ) are mostly unused. I think parents with children under 12 and people over 55 should be allowed to use footpaths for riding. Provided they are not racing bikes and a sensible speed is agreed upon. It would increase to school options and help older people who find a walk to the shops a bit difficult but a bike ride might be do able. The roads are crazy and car drivers are aggressive. My experience is that the claim of danger to pedestrians by bike riders is hugely exaggerated, except when pedestrians are on bike tracks or shared paths and are either on the phone or totally oblivious to anyone or anything. A slow rider is not a danger.

## **SUBMISSION 14**

Riding on footpaths for under 12's (as well as adults accompanying under 12's) is all ready legal. A 'seniors' allowance is an interesting idea and warrants further investigation, especially when you consider many seniors travel along footpaths in mobility vehicles that move at a similar speed to a bicycle all ready.

## **SUBMISSION 15**

As pedestrian who has been driven into by adult cyclists a couple of times (not whilst on the phone, or being distracted), Im not sure if I agree with your use of 'hugely exaggerated'. But its not a bad idea, and could be great for all those future baby boomer pensioners that can't fork out for a forthcoming driverless car. I think we need to stop putting us all into categories of pedestrians, cyclists and drivers when we talk about our behaviour, and instead agree that there are some very aggressive people out there, and some very self-serving opportunists. And that they very often ruin it and give a bad rep to those more courteous and considerate members of society. You also have to remember that there are drivers that get worried about cyclists because of their potential to be erratic, and the same could be said for cyclist's interpretation of pedestrians. Whereas pedestrian can be just as freaked out by cyclist as cyclists are of cars.

## **SUBMISSION 16**

Would be great to see the #67 tram extended to link with Carnegie shops and train station. Also there really needs to be separation of the tram and rail at Glen Huntly, currently this is a total nightmare for passengers with it often taking 5 minutes or more for the tram to get across. An extension of the bike path between Ormond and Glenhuntly stations to continue through to Caulfield Station would be a fantastic addition. This could link up with the future sky rail trail between Caulfield and Carnegie stations. #67 tram running along Glen Huntly Rd between Elsternwick and Glen Huntly is subject to major delays due to sharing with cars. Clearways (at the very least during peak hours) would significantly alleviate this issue.

## **SUBMISSION 17**

+1

## **SUBMISSION 18**

Yes, advocate extended the #67 to actually reach Carnegie Shops but then take it further, onto Murrumbeena and Chadstone. Not all of us drive. I know congestion is an issue and that is one of the big complaints about bringing the trams up Koornang. But once the crossing removal is completed, there will be greater traffic flow. There's a long term benefit to the community by extending the tram route. If you diverted it at Neerim then took it up Murrumbeena Road onto the Dandenong median to reach Chadstone. There would be a great commercial benefit to traders and it would really improve movement for local residents who aren't drivers or are trying to lower their impact not to mention younger residents. There are so many 4 storey blocks going up in this area, with exemption on developers minimum parking requirements or car stackers instead of spaces. If you're expecting all of these new residents not to have cars then public transport needs to be expanded.

## **SUBMISSION 19**

Your comments also apply to side roads in Caulfield South, particularly those running into Glenhuntly and Hawthorn Rds. The Council has clearly marked the roads with a centre line where cars should not be parked, as the roads are extremely narrow and present dangers at intersections and corners. The problem is that because the council does not appear to enforce or police this no parking law, people just park where they like, making it dangerous for drivers turning from main roads into the side streets

## **SUBMISSION 2**

There appears to be no mention of autonomous vehicles in the transport strategy.

Billions of dollars are currently being spent on autonomous vehicle development by all major car companies and by major technology companies including Google and Apple. Autonomous vehicles are the future of road transport. Autonomous vehicles are likely to be operating on roads in 5 to 10 years. This is a short time in terms of planning transport infrastructure. Not including planning for autonomous vehicles in a transport strategy at this time would be a major omission. Some of the potential benefits of autonomous vehicles are:

1. Environmental: Autonomous vehicles are likely to be electric with reduced pollution levels and the potential for zero greenhouse gas emissions if powered by renewable energy.
2. Safety: Autonomous vehicles projected to be significantly safer than manually driven cars reducing deaths and injury on the roads.
3. Congestion: Broad use of autonomous vehicles has the potential to improve traffic flows and reduce congestion on roads.
4. Parking: Autonomous vehicles in combination with new services such as Uber and Lyft may reduce car ownership and therefore car parking issues associated with higher density housing.
5. Transport access: Autonomous vehicles will improve access to transport for those who may have difficulties currently including youth, older people and those with disabilities.

Some issues that council should be considering in relation to autonomous vehicles are:

1. Design of roads including signage and markings.
2. Parking and drop-off areas, particularly in relation to popular destinations including shopping centres and public transport hubs.
3. Staging areas for autonomous vehicles between rides.
4. Charging facilities.

There are numerous reports currently available that are starting to address best practice for design of transport infrastructure supportive of autonomous vehicles. Councils integrated transport strategy should facilitate and support autonomous vehicles with current best practice infrastructure design.

## SUBMISSION 21

I have submitted to the Council separately photos of examples of both good and not so good planning for traffic flow. The examples and principles of what the Transport Strategy is intending to achieve is good, but then the "how" to deliver an integrated transport plan is hard. In reading the previous comments, they reflect many previous intentions in Europe where local communities handle increased population density. I traveled to Amsterdam to see the transport integrated flow affecting multiple transport means. The missing ingredient in the Glen Eira plan is the planning for traffic flow - and to enable efficient traffic flow. For Glen Eira, I would see four types of road classifications. 1. Residential, 2. Commercial, 3. Connectors and 4. Thoroughfares; each with specific characteristics - and I have separately forwarded detailed proposed characteristics for the four. In brief, 1. Residential - to retain the character of local communities and always maintain 2 way streets through using off street and cut in parking. Allow for a higher safety element for pedestrians and discourage "through" traffic through what are residential zones (or blocks of residential areas). Providing incentives for local off street parking. For Bike paths to be continuous and off road - joining Commercial and strip shopping centres, using the space between the road and footpaths. For old Mews to be used and developed as Bike lanes, linking blocks of residential homes to railway stations, schools and shopping centres - and there are good examples. 2. Commercial - has to integrate commerce for the delivery of retail

goods and also local shoppers / travelers. The opportunities to retain traffic flow are quite exciting. Every "T" intersection should allow continuous traffic flow even if a vehicle is turning right. In photos I sent to the Council, one car turning right in Centre Road held up 12 cars (stopped 12 cars) and the traffic between Bentleigh Railway Station and Jasper Road was grid locked - there were multiple pictures of where a little planning in road and parking space design could enable continuous flow of traffic even when one car is indicating to turn right. 3. Connector Roads are the roads that allow efficient transfer of traffic between main thoroughfares - and these need to allow for an acceptable benchmark of vehicle flow rate. This is achieved in Amsterdam by not having any on-street parking - but by using every available piece of land between the road and the foot paths for off street parking, and in planning all residents facing Connector roads need to provide their own off street parking for vehicles registered at that address. Bike paths are only found on these connector roads on the odd occasion. An example of a proposed Connector Road would be Bent Street or Nicholson Street - between Centre Road and McKinnon Road. Connector Roads are like mini local clearways.... allowing residents to expect to travel easily (and quickly - with a good flow of traffic) between local communities. 4. Thoroughfares are the roads like North Road or South Road which are used also by many who pass through the City of Glen Eira. These roads need to have the best flow test, and for every stop light, intersection or pedestrian crossing, where the traffic is required to stop in one direction, then at that point is where other traffic crosses the thoroughfare. For Glen Eira to look at Traffic integration.... is excellent as if the population density increases by 40% in the next 20 years, the planning for efficient traffic flow needs to be in place now. And the old ways of looking at traffic and saying "stop the traffic" is not the answer where the population density increases. People need to be able to move and the ease of traffic flow in getting around is an enabler for residents, business and also can set a standard for other councils to follow. We need to plan to enable at least 40 to 50 % more traffic in the next short term future, whatever form that traffic will take. (And that "traffic" captures movement by car, bus, bike, train, tram, truck, pedestrian, disabled). I have not seen any successful city plan for traffic to "slow" or to be less - or to become "grid locked". For that city to grow or develop - or retain resident favour there needs to be clear and ease of traffic flow for. The secret is to have as a headline in the Integrated Traffic Plan, all the steps which will enable "Traffic flow" so it is easy and efficient for all those who need to move around the city of Glen Eira. There is so much to do to encourage traffic flow - and to make this successful.

## **SUBMISSION 22**

As a family living in Carnegie, with school and work journeys that take us down Glenhuntly Rd, we are extremely disappointed with the recent Glenhuntly shopping centre developments. The widening of the footpaths and installation of traffic lights has made the already bad traffic there quite unbearable. We can only guess at the reasons for this development, but we are very frustrated by it and the impact it is having on our family's commute. It is also increasing the levels of frustration in drivers in that area. It is very difficult to bypass that section of road if you need to drive down there! Glen Eira Rd is also very congested from Grange Rd across the train line. We have been reporting to

driving over to Oakleigh Rd and under the bypass, but traffic is starting to build up through all those side streets too. Please consider how to improve traffic flow as our population is increasing rapidly and this is a big problem for residents.

### **SUBMISSION 23**

Also - just adding that I support not decreasing any more speed limits :-)

### **SUBMISSION 24**

Many Planning Permit applications request Council to waive off street parking requirements to allow excess vehicles to park in public areas. This results in a loss of public parking on many permit applications. Council should consider implementing a policy that does not allow the Council planners to waive off street parking requirements.

### **SUBMISSION 25**

Council should follow examples of inner city councils, such as Port Phillip, Yarra, Melbourne etc. Parking on nature strips and footpaths should be actively discouraged. It is illegal under the Road Safety Rules anyway, but somehow allowed by Council. Speed limits in local streets should be reduced to 40km/h to cater for safety of walkers, bicycle riders, young and elderly. Parking permits should not be as of right, a fee should be introduced and a limit on the number of permits should also apply. It is good to see that more bike lanes are introduced and some car share spaces. A lot of work is required that needs a real commitment, not just a plan at the end of this exercise. Good luck.

### **SUBMISSION 26**

With the increased demand for street parking, something should be done about interstate registered cars (not visiting ones) that have been taking up precious spaces. Some have been in the area for more than a year but haven't changed to VIC registration.

### **SUBMISSION 27**

You have failed to represent the voices of people with intellectual disability who would be frequent users of your transport systems.

### **SUBMISSION 28**

Strategy pillar should be a separation of cars from pedestrians by providing under passes or overpass at main roads and busy streets. This will allow better traffic flow and



safer streets for users.

## **SUBMISSION 29**

Historically roads were for all users, including pedestrians. One of the greatest flaws of urban and transport planning over the past 100 years has been to switch this to making them exclusively for cars. Most pedestrians won't bother deviating to take an overpass. Better design of the roads to make them safer for pedestrians to cross alongside education and a cultural shift of drivers and pedestrians could provide a safer outcome, more cohesive community and at lower cost without impacting on the streetscape with large concrete structures.

## **SUBMISSION 30**

Number of cars are increasing dramatically...this must be addressed with better traffic flow solutions. Streetscape can be taken care by creative designers. Way of thinking should go beyond the 80's 90's

## **SUBMISSION 31**

Local Carnegie street speeds need to be decreased and made safer for pedestrians and cyclists. With many streets clogging up with parked cars and no speed hump/ped crossings conditions encourage risk taking and increased speeds. Many school children are riding more regularly on the road and it's only a matter of time until there's serious accidents. Thanks.

## **SUBMISSION 32**

I don't fit into any of your profiles. I am an over 65 who uses my car as transport in East Bentleigh. My main problems are trying to exit on to my street, with visibility blocked by parked cars, then trying to find a safe carriageway on my local suburban street, which is NOT designed for cars on either side of the road and cars trying to access either direction. Then there is the problem of drivers cutting through one major road to another...e.g. East Boundary Rd to Tucker Rd, not to mention the parking problems caused by insufficient parking allowed by law for apartments. Should I try to access Centre Rd from my side street, I have the problem of traffic lined up on Centre Rd. not allowing me into the queue...Should I decide to catch a train to Melbourne, I find it impossible to park my car close to either, Bentleigh, McKinnon or Patterson. It is too far for me to walk from home, I don't want to catch the bus, too difficult to transport shopping home.

## **SUBMISSION 33**



Public Transport can be great, if it is managed properly. I sent a complaint about security to PT Vic, regarding Yarra Trams, all PT Vic did was forward my complaint to Yarra Trams and did nothing else. The issue was with passenger safety and was totally disregarded by both PT Vic and Yarra Trams. I have NO faith in these organisations to protect passenger safety whilst utilising their services.

### **SUBMISSION 34**

I know CoGE has a Car Share Policy but can't see in this material where the Strategy is addressing the future issues that are not that far away, such as facilitating charging of electric cars, driverless cars, switching vehicle fuel use, and the population and development pressures that will lead to greater congestion unless car ownership and use is influenced, especially around shopping strips and transport hubs.

### **SUBMISSION 35**

I would have preferred the personas to be based on travel patterns rather than age and family profile, as I'm not sure the many who use different travel modes to connect to a train to get to the City or out of Glen Eira are well represented here (possibly the Business woman). Perhaps the bike rider, PT user or even car sharer could be added. Reading the feedback from the October consultation, some of the frustrations like disconnection between modes (I.e. Bus / tram leaves 1 minute before train arrives), real-time tracking for buses as per trams, level crossings in Glenhuntly could be better represented here.

### **SUBMISSION 36**

I am concerned about the lack of warning signals from bicycle riders using the shared paths in Boyd Park. When walking the riders suddenly approach from behind me and give little or no warning of their intention to pass. Can signs be posted advising the riders to please call out "passing " or ring a bell . Some riders do not give any warning at all for fear of presenting themselves in an aggressive way to walkers. Example----"get out of my way NOW ! " I am sure the riders need some sort of accepted way of getting thru without mishap and being kind and considerate . A sign advising all users of the paths what to expect, could perhaps to establish a safe plan

### **SUBMISSION 37**

An increasing issue in the development areas of Glen Eira is the availability of and controls associated with parking. With the number of new developments occurring, it is imperative that Council has an appropriate development assessment framework in place relating to traffic and parking. This should include no waivers of statutory parking requirements. This has been raised again and again by residents and needs to be a

strong Council policy position.

### **SUBMISSION 38**

In some areas a review of traffic controls is required particularly as a result of increased traffic and grade separation. For example, the controls at the Wheatley and Centre Road intersection are very poor. Elements of this intersection include: an entry to Extra Fresh, cars parked on the south side, cars turning left and right, a pedestrian crossing close by ect. A review of this and other inspections should form part of the Integrated Transport Strategy plan.

# SUBMISSIONS

## **SUBMISSION 1 - 14 AUGUST**

Dear Sir/Madam,

Thank you for the opportunity to provide feedback on the Transport and Parking Consultation document for Elsternwick.

I have attached a short report for consideration.

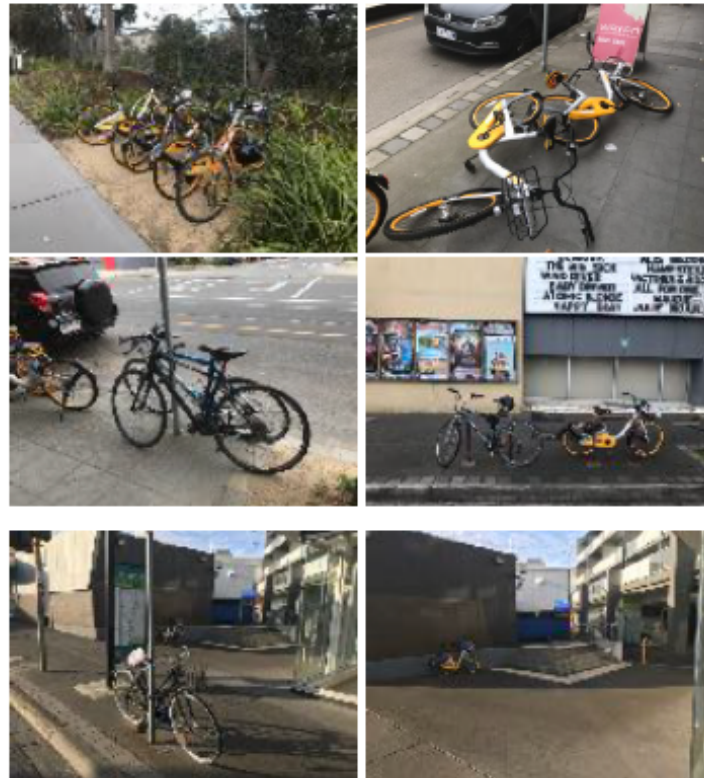
Please do not hesitate to contact me if you have any questions or require further information.

## Enhanced bike access and pedestrian Safety - Glenhuntly Rd



The purpose of this document is to provide feedback on bike access and infrastructure and pedestrian safety along Glenhuntly Rd .

Infrastructure in the form of a dedicated bike lane along Glenhuntly Rd and bike racks in public spaces are required to enhance use of bikes as a form of transport. Specifically Elsternwick Station is key site for the addition of bike racks.



## Bike Infrastructure

Recently, publicly accessible bikes have been placed along Glenhuntly Rd. This is a fantastic initiative however it does highlight infrastructure deficiencies and additional action which needs to be taken to enhance bike access to the village of Elsternwick.

1. Dedicated Bike Lane along Glenhuntly Rd. This is required to ensure safe passage for people intending to ride bikes to the station, cinema, cafe/restaurants or shopping centre.
2. Bike Racks. Bike racks are desperately required to enhance the use of public and privately owned bikes. The bottom 2 photos shown above are at Elsternwick Station. There is not a single bike rack to safely secure a bike. The addition of dedicated bike racks would allow bikes to be securely stored thereby encourage bike riding to the station. At the time these photos were taken (Aug 13) one publicly accessible bike was at the station and one privately owned bike was secured to a no standing sign. In other areas along Glenhuntly most privately owned bikes are secured to no standing signs (Classic

Cinema and Mother Instinct Cafe) . In many cases the publicly accessible yellow bikes had collapsed on the ground other than those observed at Elsternwick Plaza (top left photo) where there were dedicated bike racks.

3. Elsternwick has a great opportunity to enhance the use of bikes as a preferred form of transport. A key site for adding bike racks is at Elsternwick Station. This is because it is the key public transport centre to service areas such as Elwood and the Eastern areas of Elsternwick. In Europe bike racks at railway stations are plentiful and are a means to support the use of public transport.

## Pedestrian Safety - Glenhuntly Rd from Brighton Rd to Gordon Street.

There is an urgent need to improve pedestrian safety along Glenhuntly Rd.

Specifically the areas which require improvement include the intersections of McCombie Street and Glenhuntly Rd; Ripon Grove and Glenhuntly Rd, Horne Street and Glenhuntly Rd and Gordon Street and Glenhuntly Rd.

At each of these intersections pedestrians are at high risk of road trauma due to the absence of clearly defined pedestrian walkways.

This definition is required for vehicles, trucks and pedestrians.

**Current pedestrian crossings are inadequate. Pedestrian crossings need to be clearly marked and elevated.**



Photo above: Gordon Street Glenhuntly Rd intersection Elsternwick.

The example above has been used to describe the issue. Firstly vehicles do not slow down until they reach the white line to the right. There is no clearly defined markings on the road



to define a pedestrian crossing. The crossing is not elevated to slow traffic prior to reaching the crossing.

Potential solutions.

1. Mark the pedestrian crossing
2. Elevate the pedestrian crossing to slow traffic prior to reaching the pedestrian crossing.

Areas which are in great need include key intersections along Glenhuntly Rd between Elsternwick Station and Brighton Rd. The amount of foot traffic from Elwood is substantial. The reason for this is that residents of Elwood travel by foot to Elsternwick Station.

## SUBMISSION 2 – 17 AUGUST

There appears to be no mention of autonomous vehicles in the transport strategy. Billions of dollars are currently being spent on autonomous vehicle development by all major car companies and by major technology companies including Google and Apple. Autonomous vehicles are the future of road transport.

Autonomous vehicles are likely to be operating on roads in 5 to 10 years. This is a short time in terms of planning transport infrastructure. Not including planning for autonomous vehicles in a transport strategy at this time would be a major omission.

Some of the potential benefits of autonomous vehicles are:

### 1. Environmental

Autonomous vehicles are likely to be electric with reduced pollution levels and the potential for zero greenhouse gas emissions if powered by renewable energy.

### 2. Safety

Autonomous vehicles projected to be significantly safer than manually driven cars reducing deaths and injury on the roads.

### 3. Congestion

Broad use of autonomous vehicles has the potential to improve traffic flows and reduce congestion on roads.

### 4. Parking

Autonomous vehicles in combination with new services such as Uber and Lyft may reduce car ownership and therefore car parking issues associated with higher density housing.

### 5. Transport access

Autonomous vehicles will improve access to transport for those who may have difficulties currently including youth, older people and those with disabilities.

Some issues that council should be considering in relation to autonomous vehicles are:

1. Design of roads including signage and markings.

2. Parking and drop-off areas, particularly in relation to popular destinations including shopping centres and public transport hubs.

3. Staging areas for autonomous vehicles between rides.

4. Charging facilities.



There are numerous reports currently available that are starting to address best practice for design of transport infrastructure supportive of autonomous vehicles.

Councils integrated transport strategy should facilitate and support autonomous vehicles with current best practice infrastructure design.

## **SUBMISSION 3 – 3 AUGUST**

**Integrated** – all works and flows together within the same environment

But, this does not mean that roads or footpaths cross bike tracks.

The Transport and Parking environment that we have has grown up without an integrated approach or a “whole of environment” approach where:

1. Footpaths are safe
2. Bike paths don't encroach on roads and are safe for all age riders
3. Roads are used to enhance the flow of car / bus / truck movement

Where the Transport and Parking environment makes it easy and sets a high standard in its ability to facilitate Transport movement and Parking ease within the city.

But, integrated also needs to consider the other aspects such as the provision of services

1. Power, water and drainage
2. Parks and
3. Landscape – with the focus on the greening of the city.

Why: because

1. Communities like to shop locally where it is easy to get around
2. Local businesses expand where the activity is the greatest – including bringing in commuters from other neighbourhoods
3. Communities like to have a safe process to work through for pick up and down children at schools

4. Communities like the ease of traffic flow where two way streets don't become one way streets due to parked cars

So is there something missing – as there are Quality Design Principle for Residential there should be Movement Design Principles for Transport and Parking.

And perhaps this would be in three categories

1. Main Thorough fares
2. Connectors
3. Private residential

Main Thorough fares are the main “through traffic” corridors – for example Centre Road or Glenhuntly Road where:

- Car parking is allotted to off street areas behind, or above shopping centres for strip shopping
- Delivery is at the rear of strip shops

Connectors are the links between Main Thorough fares – such as between Centre Road and McKinnon Road. These connectors are designed so there is always two way traffic. The nature strips are converted into offstreet parking (example Oakleigh Council) for local residents and clear bike paths run between the footpath and the offstreet parking – not on the two way street. In Amsterdam – most bike paths are separate to the main through roads. The plan would be to guide non residential traffic (where traffic is passing through between Main Thorough Fares) to use the Connector Roads. The speed limit on these “clear” Connector Roads would be higher than the speed limit in the category “Private Residential”

Private Residential are the thorough fares is where the individual streets, style and heritage brings warmth to living in Glen Eira. Again one side of the street where there are no above ground wires should be full street trees... that have foliage that can provide significant shade. The houses on that side of the street get double driveways to encourage off street residential parking, or indented angle parking. The other side of the street designs could be for off street parking (where the nature strips were) and for bike lanes alongside the foot paths. Smaller trees are planted in clusters between property boundaries separating the offstreet parking. Where there are ex Mew access – as in the back streets of Bentleigh, this off street and back yard access to properties should be encouraged to lessen the parking on Private Residential streets.

Bike Lanes – need to go somewhere – and where there are Bike Lanes they are provided for the use of Bikes – and local laws should prohibit riding on car thoroughfares where bike lanes are provided. The separation and safety of foot path, bike lanes and vehicle thoroughfares is the key to encourage a future where communities have the best of both worlds – where it is best practice to move across the Glen Eira precinct and also best practice to move within.

Integrated Transport is all about movement and making the traffic flow - so it is easy to get around. Where councils have gone in error is where the solution is seen as just slowing things down or inserting more traffic lights. The measure of ease of Transport is the measurement of safe, but easy movement.

There is so much to making this work and to be in the best practice league ....and I would like to contribute in any way