



WALKING AND ACCESSIBILITY ACTION PLAN

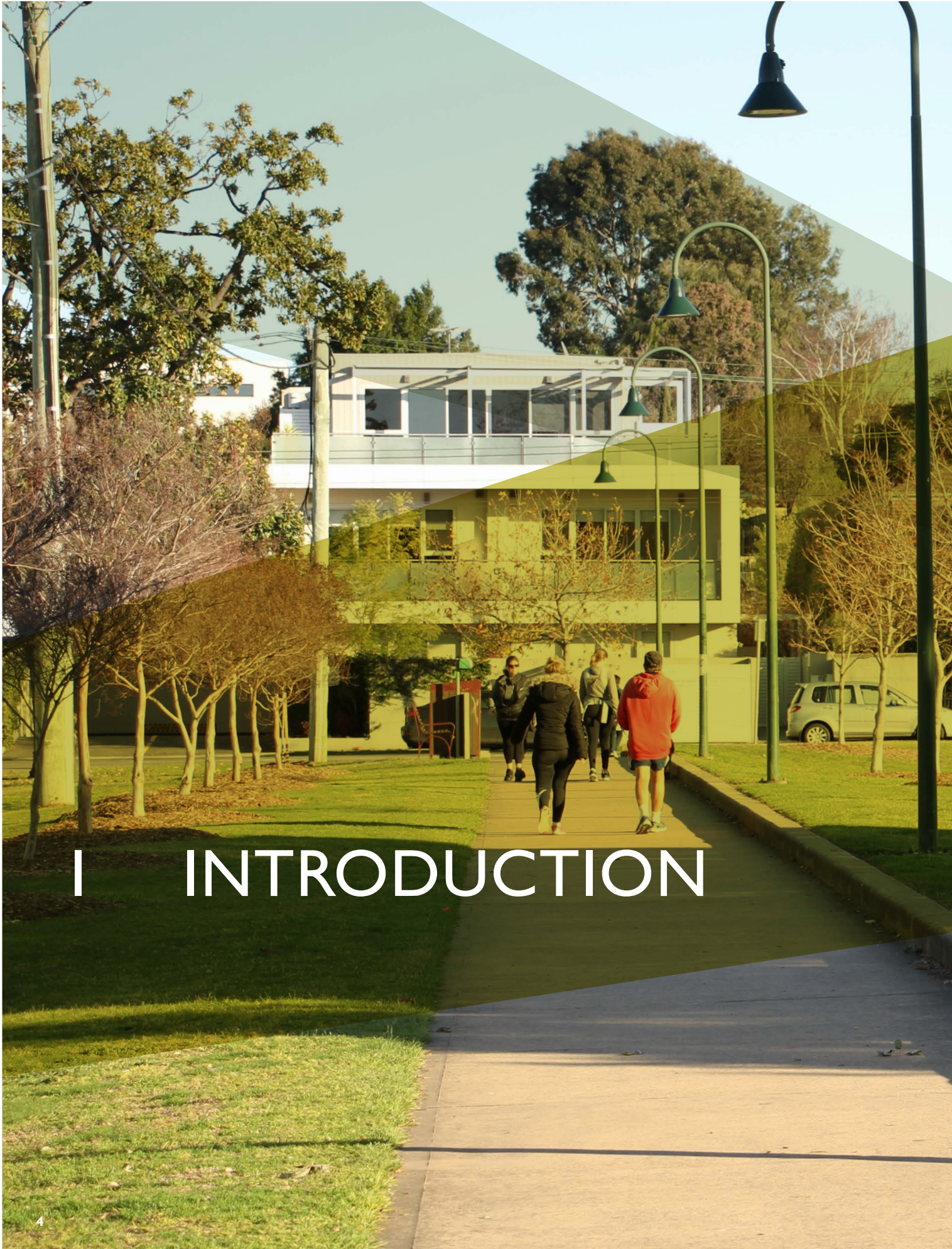
MAKING IT EASIER TO WALK IN GLEN EIRA
2019–2024







1	INTRODUCTION	4
1.1	Integrated Transport Strategy	6
1.2	Vision and objective	7
1.3	Why is walking important?	7
2	EXISTING CONDITIONS	8
2.1	Existing pedestrian network	10
2.2	Walking to work	12
2.3	Crash statistics	14
2.4	Personal security	16
3	GAPS AND ISSUES	18
4	PROPOSED IMPROVEMENTS	22
4.1	Great Walking And Shopping Streets	24
4.2	Pedestrian Safe Neighbourhoods	26
4.3	Improving access to train stations	28
4.4	Addressing major barriers and severance	28
4.5	Policy	29
4.6	Improving design outcomes	30
5	DETAILED ACTION PLAN	32
5.1	Prioritisation of actions	34
5.2	Existing walking actions	35
5.3	Action Plan	36
5.4	Criteria and scoring results	44



I INTRODUCTION



I INTRODUCTION

I.1 INTEGRATED TRANSPORT STRATEGY

Council's *Integrated Transport Strategy* sets out the high-level strategic transport direction for the municipality. The *Strategy* provides a cohesive framework that integrates transport and land use planning with the collective vision set by the structure planning program.

The vision presented in the *Integrated Transport Strategy* is for a 50:50 mode share of car and non-car trips by 2031. To achieve this vision there must be accessible and convenient alternate transport options available. The *Integrated Transport Strategy* proposes four premium transit corridors that seek to prioritise travel modes on identified routes to create a more efficient road and transportation network. These are:

- > Efficient Driving Routes;
- > Express Public Transport Routes;
- > Safe Cycling Streets; and
- > Great Walking and Shopping Streets.

A Great Walking and Shopping Street is a road or street that aims to enable the movement of people for the purpose of walking, shopping and experiencing our activity centres and public spaces.



I.2 VISION AND OBJECTIVE

The *Integrated Transport Strategy* guides improvement decisions for the transport system within Glen Eira and meets the municipality's need to plan for growth and change. It is necessary to develop specific action plans that align and contribute to achieving the goals established within the *Strategy*.

The objective of the *Walking and Accessibility Action Plan 2019-2024* is to provide the direction for achieving the strategic walking vision outlined in the *Integrated Transport Strategy*.

The vision is to enable walking to become a safe and attractive form of transportation around the municipality. This includes recognising the role walking plays in linking other modes, such as walking to and from train stations.

The next level down from transportation is the vision for our local neighbourhoods and streets. This is the consideration of 'place' and the role of walking in our everyday lives and activities. The *Integrated Transport Strategy* proposes the idea of Pedestrian Safe Neighbourhoods to improve our sense of place. These include:

- > Child Friendly Neighbourhoods;
- > Safe School Zones; and
- > Walkable Activity Centres.

I.3 WHY IS WALKING IMPORTANT?

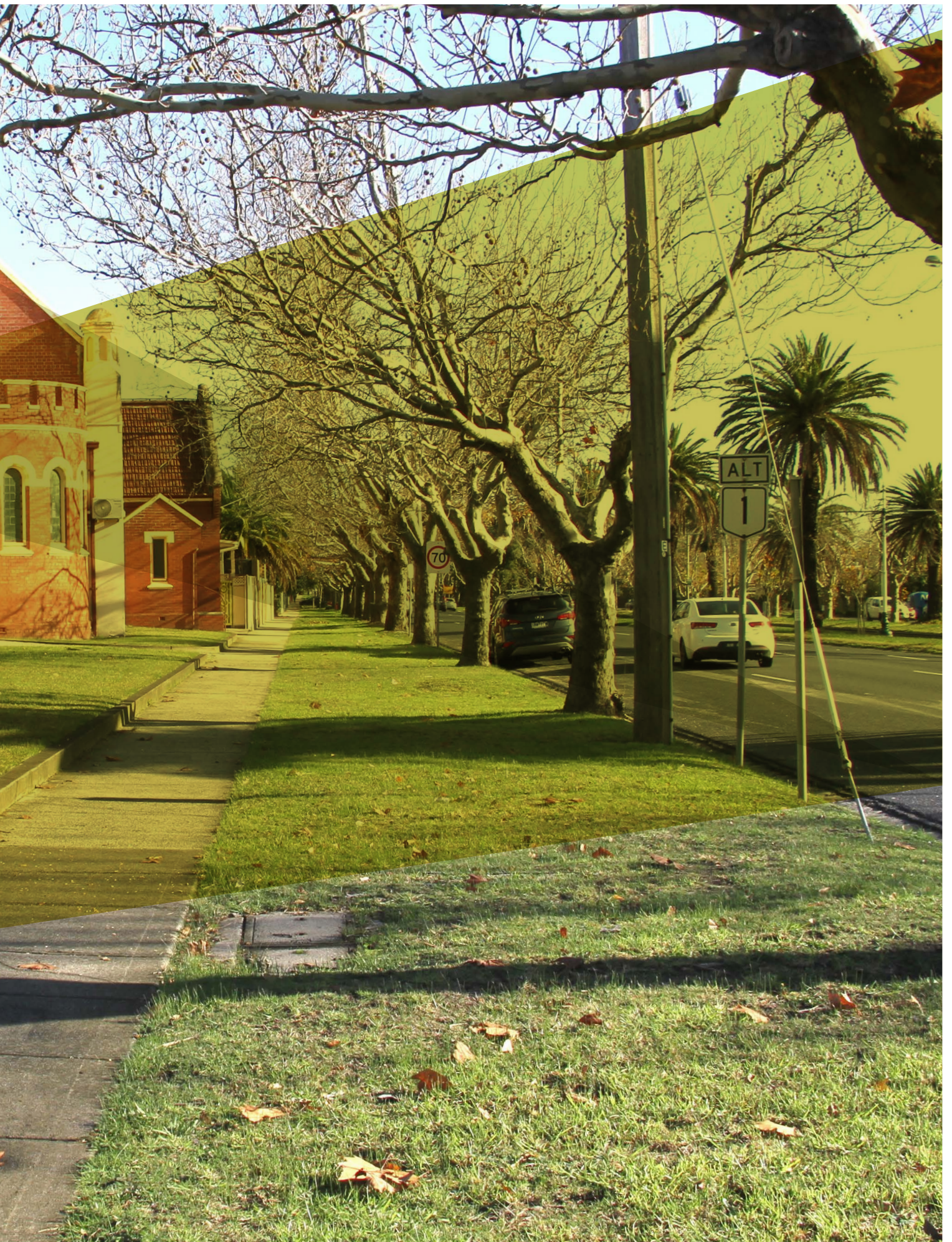
Walking is both a primary mode of transport and a core component of most trips by other modes, such as walking to a public transport stop or walking from a car to the shops. Research from the Victorian State Government has shown that 'walking accounts for a total of 2.36 million weekday trips compared to 1.61 million trips on public transport'.

There are many benefits of walking to an individual and their broader community. These can include:

- > health improvements ranging from physical through to mental health benefits;
- > increasing community interaction and improving social cohesion;
- > walking allows more time to take things in, raising an individual's awareness of the local area;
- > more people walking increases eyes on the street which has shown to improve the sense of security and encourages others to walk;
- > space efficient;
- > provides economic benefits for individuals such as reduced car running costs, public transport costs and health cost savings; and
- > reduces greenhouse gas emissions in comparison to motorised transport.



2 EXISTING CONDITIONS



2 EXISTING CONDITIONS

2.1 EXISTING PEDESTRIAN NETWORK

The pedestrian network provided by footpaths, off-road paths and shared paths covers the majority of streets and locations within Glen Eira. However there are variations in the overall standard and conditions of these footpaths. There are instances in the network that are not to standard under the *Disability Discrimination Act*, such as being wide enough to allow a single wheelchair user to traverse a path comfortably. There are also instances where footpath width is not suitable for the volume of pedestrian flow using them, such as in some activity centres or around schools.

Another important feature of the pedestrian network is the crossing points that link the footpaths across roads and other barriers. These facilities range from traffic lights at intersections with crossings, signalised specific pedestrian crossings, zebra crossings, patrolled school crossings and refuge islands.

Previous Council walking strategies have identified the gaps in the frequency and level of provision for these crossing points. Although they have worked to rectify this, there are still many instances throughout the municipality where pedestrian crossings can be introduced or improved.

The map opposite (figure 1) highlights where the current crossing points are located throughout the municipality.



Figure 1 – Pedestrian infrastructure within Glen Eira.

2 EXISTING CONDITIONS

2.2 WALKING TO WORK

Data from the Australian Bureau of Statistics shows that approximately 80 per cent of the working Glen Eira population work outside the City of Glen Eira, therefore the opportunity to walk to work is restricted by these longer distances.

The map opposite (figure 2) shows the locations where people walked directly to work on census day (2016). These were mainly around activity centres where distance to workplaces is shorter. For many, the importance of walking as a method of travel to work is the role it plays in linking to other transport modes, such as walking to and from the train station.

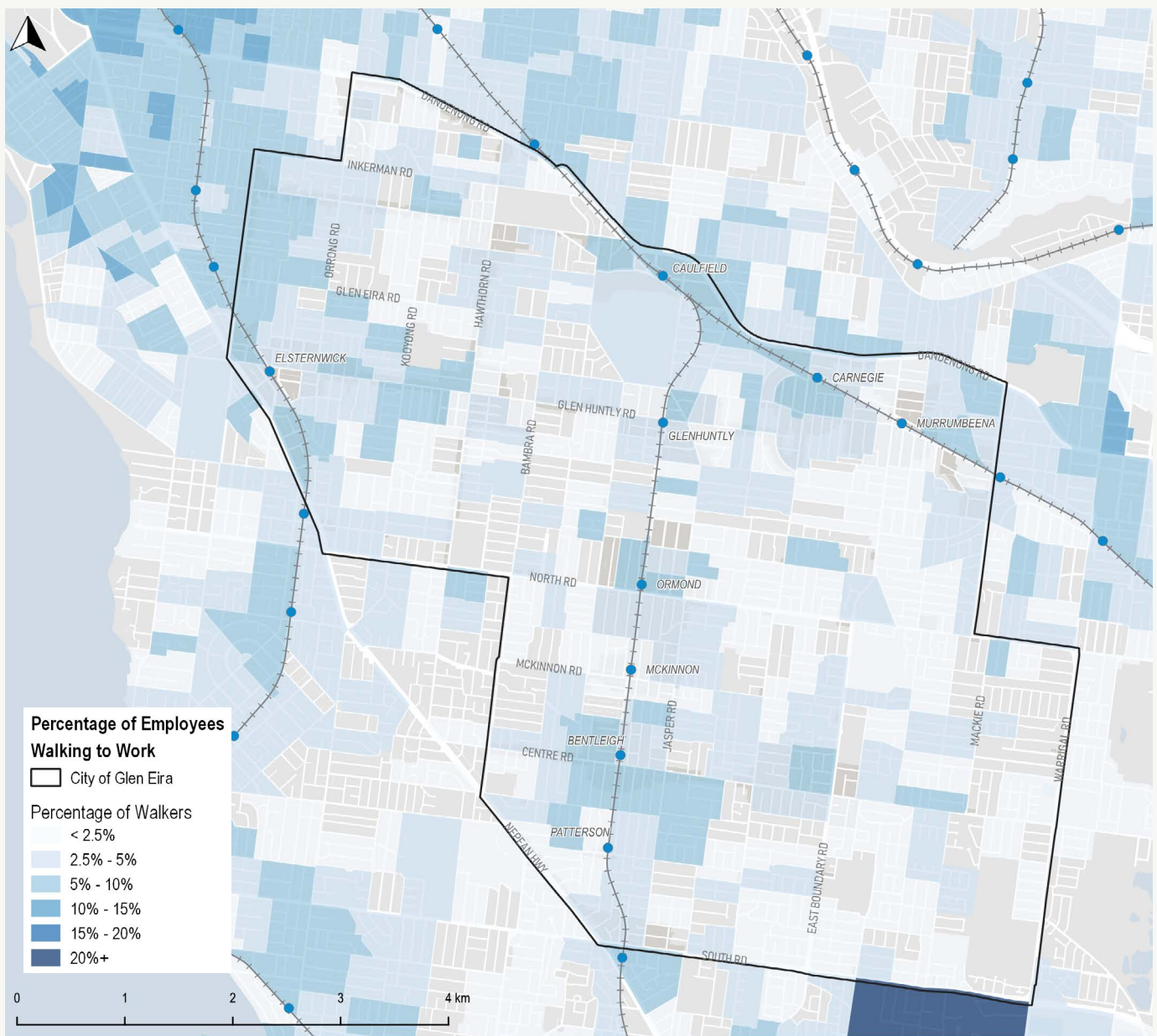


Figure 2 – Percentage of employees walking to work. The data captured in this image only consists of single mode journeys and only includes those that travelled to work on Census day (e.g. excludes those that worked from home).

2 EXISTING CONDITIONS

2.3 CRASH STATISTICS

The map opposite (figure 3) shows the reported crashes that involved pedestrians and vehicles in Glen Eira between January 2013 and October 2018. It is important to remember that these are only the reported crashes; many pedestrian incidents are never reported depending on severity or police involvement. In reality, the incident rate is most likely higher. These also exclude incidents relating to just pedestrians, such as slips and trips on uneven footpath surfaces.

The majority of pedestrian incidents happen in the north-western part of Glen Eira and around activity centres where walking numbers are higher. Many of the incidents happened at intersections where pedestrians interact with turning vehicles.

Important themes that have come from the pedestrian crash statistics include:

- > 52 per cent of crashes occurred on 60km/h roads.
- > 55 per cent of crashes occurred at intersections.
- > Incident numbers were generally higher on weekdays.
- > There are a high number of incidents along Glenhuntly, Centre and Balaclava Roads; all of which have been identified as proposed Safe Walking and Shopping Streets in the *Integrated Transport Strategy*.
- > There is a cluster of incidents located at the former North Road level crossing which occurred prior to the removal. A future review of pedestrian incidents in this area should identify the changes in pedestrian safety due to the removal of the level crossing and note any lessons learnt that can be applied to the level crossing removals in Glen Huntly.
- > A number of incidents have happened at intersections that have pedestrian signals at all arms. This suggests that pedestrian signals alone may not resolve safety issues, and a range of initiatives may be required to create a safer pedestrian environment.

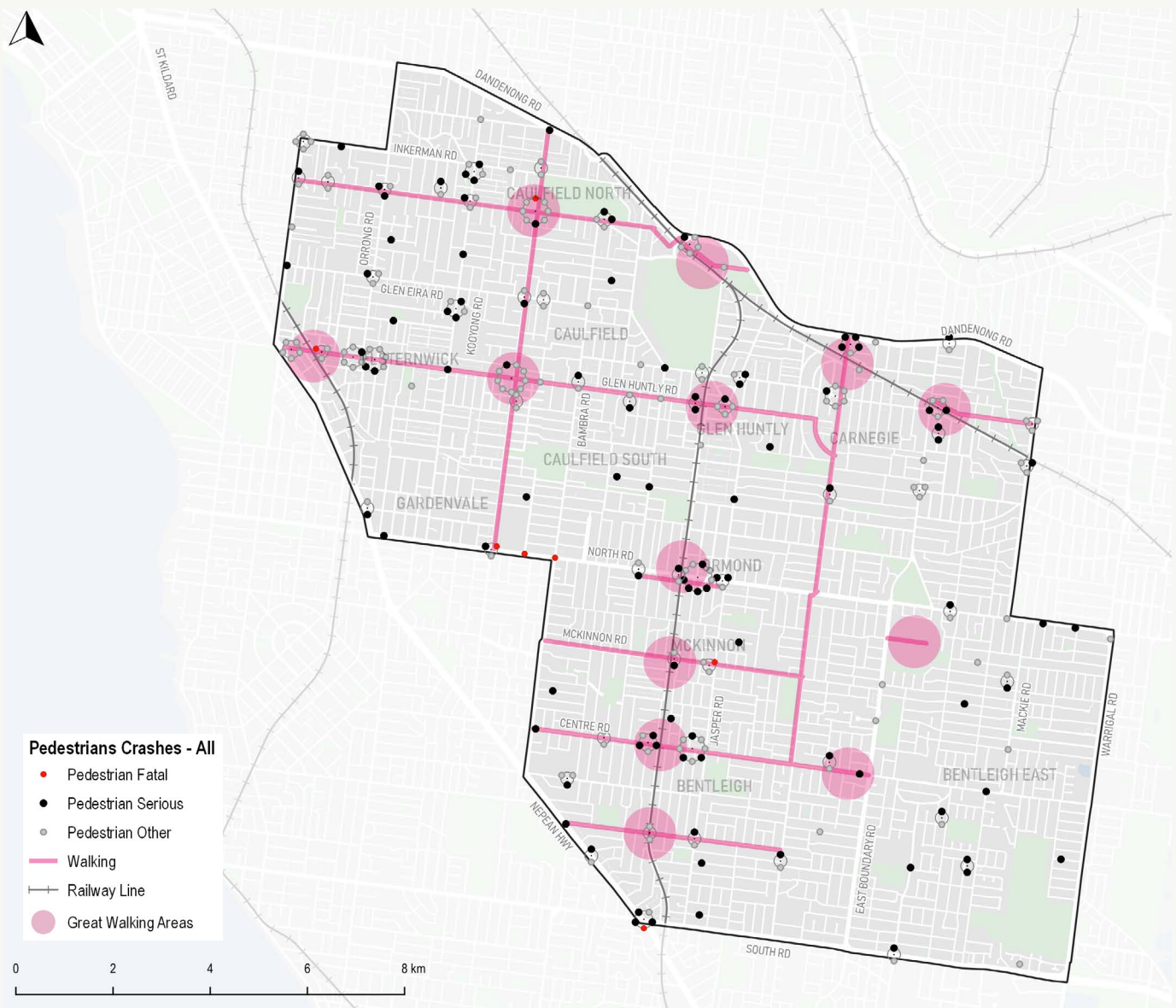


Figure 3 – Crashes involving pedestrians over the last five years.

2 EXISTING CONDITIONS

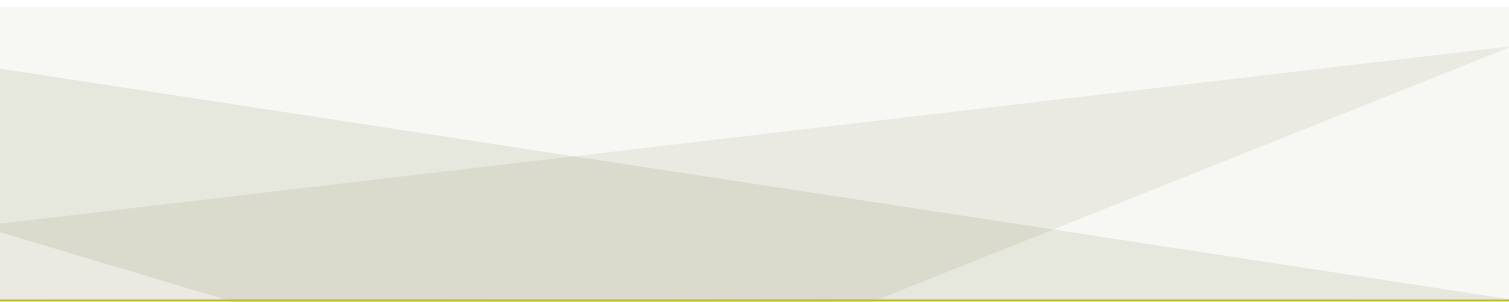
2.4 PERSONAL SECURITY

The feedback received during the *Integrated Transport Strategy* community consultation and broader research into walking has identified that perceptions of personal safety and security can influence the mode that people choose to travel. It can be a particular concern at night and during the darker winter months in areas where street lighting quality could be improved, such as around train stations.

This concern is common to all age groups, with research by Victoria Walks (figure 4) illustrating how perceptions of safety change at different times of the day between young men and women.



Figure 4 - Victoria Walks summary figures from a survey of 1,089 people aged between 15-20. Source: www.victoriawalks.org.au/young_people/



3 GAPS AND ISSUES



3 GAPS AND ISSUES

Following the adoption of Council's *Integrated Transport Strategy*, a number of gaps and issues related to walking have been identified within Glen Eira. These include:

- > Limited opportunities and/or safe crossing points across major barriers such as Dandenong, North, and South Roads; and Nepean Highway. This includes major intersections such as Glenhuntly Road and Nepean Highway.
- > The need for more dedicated pedestrian crossings throughout the municipality.
- > Safety of pedestrians at intersections.
- > Insufficient width and surface condition of footpaths to cater for pedestrian activity in key locations such as activity centres.
- > Signage and wayfinding for the pedestrian network.
- > Lighting of key pedestrian areas, such as around train stations.
- > Pedestrian integration and access to major public transport stops and stations.
- > Current level crossings on Neerim and Glenhuntly Roads.
- > High vehicle speeds in areas that conflict with pedestrians.
- > Wait time for pedestrians at traffic signals.
- > Maintenance of pedestrian infrastructure.
- > Construction disrupting pedestrian access and walking conditions.
- > Issues that relate to walking infrastructure are not treated as equally as issues facing other transport modes.
- > Limited local workplaces that would create more of an opportunity to walk to work. Council is currently developing a Local Economy Action Plan that will have a goal of creating more local workplaces within Glen Eira.



Figure 4 – Gaps and issues maps.



4 PROPOSED IMPROVEMENTS



4 PROPOSED IMPROVEMENTS

4.1 GREAT WALKING AND SHOPPING STREETS

Great Walking and Shopping Streets is one of four proposed premium transit corridors from the *Integrated Transport Strategy* that seek to prioritise travel modes on identified routes. The identification of premium routes has taken into account the existing conditions on the streets and importantly does not preclude infrastructure and services of other modes also occurring along these routes.

A Great Walking and Shopping Street is a road or street that aims to enable the movement of people for the purpose of walking, shopping and experiencing our activity centres and public spaces. It connects the idea of place and pedestrian activity as a reflection of an active and vibrant street where different activities are taking place, where it is safe and accessible and pedestrians have greater priority.

Each identified street (figure 5) will be subject to a detailed individual study and design process, which will include extensive community consultation. The outcomes of a future pilot project will assist in building the toolkit and design guidelines to be utilised for the remaining corridors.

Key conditions for a successful Great Walking and Shopping Street consist of the following:

- > ensuring footpaths are well maintained and gaps in connectivity are addressed where there may be missing links;
- > ensuring footpath trading does not conflict with pedestrian movement;
- > ensuring skateboards and other recreational activities do not conflict with pedestrian movement;
- > ensuring high quality lighting along length of the roads;
- > pedestrian priority at all side street intersections;
- > investigate road closures and shared zones in key locations to improve the pedestrian network;
- > planting high quality canopy trees along roads;
- > improving traffic signals to prioritise pedestrians; and/or
- > developing destinational, high value public spaces.



Figure 5 – Integrated Transport Strategy identified Great Walking and Shopping Streets.

4 PROPOSED IMPROVEMENTS

4.2 PEDESTRIAN SAFE NEIGHBOURHOODS

The areas between the transport corridors are our neighbourhoods and local streets. These are the areas where the community interact, shop and live. The *Integrated Transport Strategy* proposes the idea of Pedestrian Safe Neighbourhoods to develop the concept of place and community identity in our local streets. Three place types have been developed:

- > Child Friendly Neighbourhoods;
- > Safe School Zones; and
- > Walkable Activity Centres.

Each identified neighbourhood will be subject to a detailed individual study and design process, which will include extensive community consultation. The outcomes of future pilot projects will assist in building the toolkit and design guidelines to be utilised for the remaining neighbourhoods.

Potential improvements can include, but are not limited to:

Child Friendly Neighbourhoods

- > Introduce pedestrian crossing facilities at each boundary road.
- > Explore altering the local traffic network to create additional public spaces.
- > Create safe local connections with regional safe cycling streets.
- > Explore the potential for one-way streets.
- > Implement internal traffic calming and additional tree planting.
- > Improve lighting.
- > Reduce speed limits to a maximum of 40km/h within all child friendly neighbourhoods.

Safe School Zones

- > Create high pedestrian safety zones around the school with wide footpaths and raised pedestrian crossings and high quality lighting to ensure slow vehicle speeds.
- > Provide vehicle drop-off areas in locations that do not affect safety of school users or residential amenity.
- > Explore altering the traffic network and temporary road closures to create safe and inviting forecourts into schools.
- > Reduce speed limits within pedestrian safety zones.
- > Provide high quality bike parking within school zones.
- > Create high quality walking streets linking vehicle drop-off areas with school entrances.
- > Create safe local connections with regional safe cycling streets.
- > Provide protected zones for school children during pick-up and drop-off.

Walkable Activity Centres

- > Widen footpaths to encourage street trading activities.
- > Provide consolidated parking close to key driving routes and interactive wayfinding signage.
- > Provide adequate public facilities, such as toilets, seats and drinking fountains.
- > Explore opportunities to implement shared zones and road closures to create high quality civic spaces.
- > Create high quality pedestrian networks.
- > Provide safe, high quality connections between key destinations and public transport nodes.
- > Provide needs-based and short-term parking spread throughout the centre.
- > Create safe local connections with regional safe cycling streets.
- > Explore the reinstatement of lost street parking where required.

4 PROPOSED IMPROVEMENTS

4.3 IMPROVING ACCESS TO PUBLIC TRANSPORT

Walking is a primary component of access to the public transport network in Glen Eira. Improvements to pedestrian access to the station and stops is required to encourage more people to use public transport. Improvements are needed in the quality, safety and priority of pedestrian infrastructure leading to these public transport stops and stations.

Improvements will be delivered in a 1.2km radius from these main stations and stops. This is approximately a 15 minute walk, which is considered a standard walking distance.

All of Glen Eira train stations are located on identified Great Walking and Shopping streets so these improvements would be done in part with those corridor improvements. For major tram and bus stops that do not fall on these streets, improvement treatments would be guided by Council's Street Design Guidelines currently to be developed, as well as the best-practise treatment options explored and tested as parts of the Great Walking and Shopping Streets and/or Pedestrian Safe Neighbourhoods.

4.4 ADDRESSING MAJOR BARRIERS AND SEVERANCE

To provide efficient connections, the pedestrian network needs clear and unobstructed routes that lead to key destinations in the municipality.

A number of major roads in Glen Eira need safer and prioritised crossing points to make walking an efficient option. These improvements will need to be advocated for as the responsibility of these major roads sit with the State Government. Council will advocate for improvements that align with the Great Walking and Shopping Streets and Pedestrian Safe Neighbourhoods. The roads include:

- > Nepean Highway;
- > Dandenong Road;
- > East Boundary Road;
- > South Road; and
- > North Road.

The intersection of Nepean Highway and Glenhuntly Road should be prioritised as an initial site for treatment. This has been chosen based on:

- > current poor safety record;
- > importance in the Great Walking and Shopping Streets network;
- > cross border connections to neighbouring Council's and facilities in the east; and
- > general uninviting and unsafe layout.

4.5 POLICY

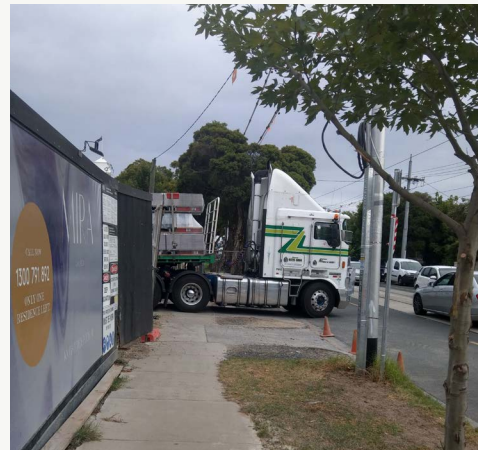
To support and encourage walking as a realistic transport option, a number of legislative improvements will be used to assist in creating a high-quality pedestrian environment in the municipality.

This includes:

- > the creation of new Street Design Guidelines;
- > investigating ways to get equitable funding through developer contributions for infrastructure; and
- > the introduction of Transport Impact Assessments to replace Traffic Impact Assessments in development applications, considering all modes of transport equally.

These improvements are to ensure that pedestrian facilities will remain available for users. Examples when this does not occur includes when pavements are blocked by parked vehicles, trucks unloading, rubbish bins, or closed by contractors undertaking works without signing or alternative routes. This forces pedestrians to cross roads or walk on uneven surfaces, both of which pose safety issues for users.

Continued improvements to cleaning, maintenance and surface of footpaths will ensure that the network quality is of a high and accessible standard. Council will monitor and report on performance in these areas.



4 PROPOSED IMPROVEMENTS

4.6 INFRASTRUCTURE CONSIDERATIONS

Improvements to the design and implementation of the pedestrian network are key in creating an accessible, safe and functional transport mode choice.

Treatments need to address the following issues:

- > Consider all user needs and requirements.
- > Support place and street activity.
- > Footpath widths and surfacing.
- > Flows and level of provision.
- > Crime Prevention Through Environmental Design (CPTED) and personal security.
- > Creating flexible land use opportunities to unlock 'dead space' and foster a safer more walkable community.
- > Assessment of pedestrian flows and infrastructure provision.
- > Speed limits.
- > Type, width, layout and frequency of crossings for pedestrians.
- > Use and application of shared space.
- > Street clutter.
- > Road lane widths.
- > Side road treatments.
- > Street trading and outdoor dining.
- > Street lighting.
- > Utilities and undergrounding of services.
- > Street trees, shading and shelter.
- > Seating and rest points.
- > Ensuring universal access is considered the minimum standard.
- > Pedestrian wayfinding.

There are many different treatment options that can be explored, some examples not common, or not currently found in Glen Eira can include:



SCRAMBLE CROSSING: This stops traffic on all arms and allows pedestrians to cross in all directions.



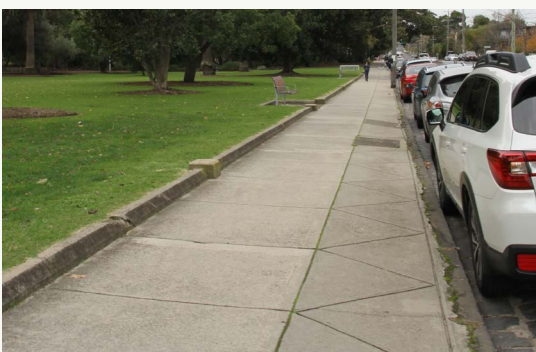
WIDER CROSSINGS: The provision of wider crossings of 4m to 6m or wider in locations with high flows reduces conflict and changes perceptions of space allocation.



RAISED CROSSINGS: Raised crossings with the footpath ramped on a platform like a road hump, has been demonstrated to reduce crash rates and severity.



COUNTDOWN FOR PEDESTRIANS: Allows easier decision making when pedestrians approach intersections, or are crossing larger intersections.



WIDER FOOTPATHS: Allows for better flow of pedestrians in high volume areas.



REST ON RED: Traffic signals sit on red until activated by a vehicle, while at all other times pedestrian signal sits on green.



5 DETAILED ACTION PLAN



5 DETAILED ACTION PLAN

5.1 PRIORITISATION OF ACTIONS

The actions in this action plan are intended to be implemented in the next five years. There are 27 actions which have been divided into three categories to assist with delivery. These categories are:

- > infrastructure;
- > policy and enforcement; and
- > education and behaviour.

The actions have been scored based on a specific set of 12 criteria that is focused on achieving the *Integrated Transport Strategy* goal for a 50:50 mode share of car and non-car trips by 2031. The full criteria list and scoring results can be found at the end of this document.

Council's previous action plans have focused on specific individual treatments, however, this action plan will focus on a corridor and neighbourhood approach that the suggested individual treatments could be applied to. This approach will help to create a stronger municipal wide walking network that benefits the community and provides a realistic transport mode, rather than the traditional ad-hoc approach of the past.

5.2 EXISTING WALKING ACTIONS

The majority of actions from the *Glen Eira Walking Strategy 2014-2017* had either been completed or were ongoing.

The actions left were integrated into this new Action Plan and were mainly education related, focusing on specific programs that are ongoing in nature such as road safety education in schools.

5 DETAILED ACTION PLAN

5.3 THE ACTION PLAN

Infrastructure

ID	ACTION	LOCATION/DETAIL	EXTERNAL COMM.	RESPONSIBLE	SCORE
1.1	Develop objectives and list of improvements for pedestrian access to Glen Huntly Station and work with the Level Crossing Removal Authority in the delivery.	Need to be proactive on access issues to ensure consideration in the design process.	LXRA	City Futures/ Project Management Office	4.6
1.2	Actively input and support improvements to walking access to Caulfield Station as part of current State Government Structure Plan process.	Busiest station in Glen Eira and important location. Important to be actively involved in the planning process of this area.	Dept of Transport/ VPA	City Futures/ Projects and Infrastructure	4.4
1.3	Deliver improvements for pedestrian access and high quality lighting to public transport, within 1.2km of the station or stop.	Start with Patterson Train Station, focus on the Disability Discrimination Act compliance of access to the station (ramps). Implemented on a corridor basis consistent with the Great Walking and Shopping Streets.	Dept of Transport	Projects and Infrastructure	4.1

Infrastructure

ID	ACTION	LOCATION/DETAIL	EXTERNAL COMM.	RESPONSIBLE	SCORE
I.4	Pilot a Pedestrian Safe Neighbourhood.	Bentleigh East (in the area surrounding Coatesville Primary School).		City Futures/ Project Management Office/Projects and Infrastructure	4.0
I.5	Program of Pedestrian Safe Neighbourhoods.	Review and develop a program to identify priority locations.	–	Projects and Infrastructure/ City Futures	4.0
I.6	Continue Council's program of assessing the Disability Discrimination Act compliance of our activity centres.	As September 2019, Bentleigh has already been completed.	–	Community Development and Care / Metro Access Officer	4.0
I.7	Continue Council's program of 'Footpath Condition Audits' and 'Defect Inspections' to improve the surface quality of the pedestrian network and ensure it stays accessible.	This action is to be implemented on a corridor basis consistent with the Great Walking and Shopping Streets when relevant.	–	Works Depot/ Projects and Infrastructure/ City Futures	3.9

5 DETAILED ACTION PLAN

Infrastructure

ID	ACTION	LOCATION/DETAIL	EXTERNAL COMM.	RESPONSIBLE	SCORE
I.8	Pilot a Great Walking and Shopping Street.	Ensure high quality lighting, plantings and street trees, pedestrian priority and high value public spaces.	Dept of Transport	City Futures/ Project Management Office	3.9
I.9	Identify hot spots and assess the feasibility for removing pedestrian guardrailing (fencing) to make shopping strips more pedestrian friendly.	<p>These barriers inhibit pedestrian access and are not necessarily effective. These issues are symptomatic of design flaws in the treatment of pedestrians.</p> <p>This action is to be implemented on a corridor basis consistent with the Great Walking and Shopping Streets.</p>	–	Projects and Infrastructure	3.5
I.10	Advocate for improvements to crossings at arterial roads.	<p>Severance is an issue across major arterials.</p> <p>Key locations: North Road, Nepean Highway, Dandenong Road and South Road.</p>	Dept of Transport	Projects and Infrastructure	3.3

Infrastructure

ID	ACTION	LOCATION/DETAIL	EXTERNAL COMM.	RESPONSIBLE	SCORE
I.11	Provide high quality ramps and tactile paving at priority intersections (design for access and mobility).	<p>This is an ongoing issue and part of ongoing work to upgrade the footpath network. An annual budget should be provided to continue the implementation of these upgrades.</p> <p>This action is to be implemented on a corridor basis consistent with the Great Walking and Shopping Streets.</p>	Dept of Transport	Projects and Infrastructure	3.3
I.12	Develop a network of permanent monitoring equipment for pedestrian activity in the three <i>Structure Plan</i> areas — Carnegie, Bentleigh and Elsternwick.	<p>Data will monitor and track changes in pedestrian patterns before, during and after improvements to structure plan areas. This action is to be implemented on a corridor basis consistent with the Great Walking and Shopping Streets.</p>	—	Innovation and Continuous Improvement/ Clty Futures	3.2
I.13	Ensure that utility and public transport providers reinstate footpaths as required by the Road Management Act (2004), following third party works carried out.	Collect data on quality and timeliness of reinstatement works to identify where improvements to the procedures can be made and then advocated for.	All public utility providers.	Works Depot/ Reinstatement Officer.	3.2

5 DETAILED ACTION PLAN

Infrastructure

ID	ACTION	LOCATION/DETAIL	EXTERNAL	RESPONSIBLE	SCORE
I.14	Continue to improve safety for pedestrians at night by maintaining street lights, pruning trees blocking street lights and where required extending light coverage.	Particularly in activity centres and at pedestrian crossing points.	–	Projects and Infrastructure	3.2
I.15	Explore the implementation of 10 innovative intersection treatments in Glen Eira over the next five years.	Pilot different treatments such as scramble intersection, rest on red or raised intersections.	Dept of Transport	Projects and Infrastructure	3.1
I.16	Advocate for improving safety and connectivity for pedestrians at key locations.	Intersection of Nepean Highway/Glenhuntly Road. This location has a poor safety record and represents a key barrier.	Dept of Transport	Projects and Infrastructure	3.0
I.17	Identify locations to provide detectors at kerb ramps to detect the presence of wheelchairs or metal framed prams.	Currently it is difficult for some users to access push buttons. This action is to be implemented on a corridor basis consistent with the Great Walking and Shopping Streets.	Dept of Transport	Innovation and Continuous Improvement	2.5

Policy and Enforcement

ID	ACTION	LOCATION/DETAIL	EXTERNAL	RESPONSIBLE	SCORE
P.1	Create Street Design Guidelines.	Ensure future pedestrian provisions are of a high standard.	Dept of Transport	City Futures	4.0
P.2	Council to continue monitoring improved approvals process for works or other matters that have impacts on pedestrians (eg. street trading that may block or close the pavement).	Ensure adequate consideration and where required, priority for pedestrians.	–	Community Safety and Compliance	3.8
P.3	Change Traffic Impact Assessments to Transport Impact Assessments.	Ensure when updating the <i>Glen Eira Planning Scheme</i> , the assessment includes the impact on all modes of transport, considering pedestrians and walking trips.	–	City Futures/ Urban Planning	3.7
P.4	Continue improving enforcement standards in relation to issues obstructing footpaths. (Eg. TMPs, parking/loading, overgrown trees, etc.)	This includes obstructions to the footpath network, such as low hanging vegetation, that can cause access issues for people with visual aids.	–	Community Safety and Compliance	3.6

5 DETAILED ACTION PLAN

Policy and Enforcement

ID	ACTION	LOCATION/DETAIL	EXTERNAL	RESPONSIBLE	SCORE
P.5	Review the monitoring and reporting process on complaints in relation to footpath obstructions.	Understand what is currently reported, priority classification, and further actions to be reported.	–	Community Safety and Compliance	3.5
P.6	Investigate ways to get equitable funding from development contributions in regards to all types of transport infrastructure.	To support the upgrade of pedestrian facilities based on new demand from developments.	–	City Futures	3.4
P.7	Ensure municipal boundaries do not become significant barriers to walking.	Establish a broader Working Group with adjacent councils, which meets quarterly to align strategic walking projects and prepare State funding submissions.	Stonnington City Council, Bayside City Council and Port Phillip City Council	City Futures	3.0
P.8	Develop Council policy on mobility devices and discuss with the Municipal Association of Victoria.	There is evidence of concerns of users by the use of scooters/ skateboards riding on the footpath.	Municipal Association of Victoria (MAV)	City Futures	2.7

Education and Behaviour

ID	ACTION	LOCATION	EXTERNAL	RESPONSIBLE	SCORE
E.1	Continue to educate the community in relation to walking by funding a series of initiatives and programs.	Various education and training initiatives.	–	Community Safety and Compliance	3.4
E.2	Develop information campaigns on the issues of footpath obstruction.	Raise awareness in the public on the importance of keeping footpaths clear and unobstructed.	–	City Futures/ Customer and Communication	3.1

5 DETAILED ACTION PLAN

5.4 THE CRITERIA AND SCORING RESULTS

A total of 11 criteria have been developed to assess the actions. The criteria are not weighted, meaning all 11 categories have the same impact on the result. All actions from the same category have been assessed using the same criteria. Noting not all 11 criteria hold the same relevance to each category.

The actions have been presented only ranked in comparison to the actions within the same category, ie. all of the infrastructure actions have been ranked against each other, not from other categories such as policy and enforcement.

The scoring goes from five through to one, where the higher the score the better the outcome or alignment with the *Integrated Transport Strategy*. For example, with Engineering Risk this considers potential issues that may make a project more difficult to implement such as utility services to divert or ground conditions. Low risk means it is easier to implement and scores five, while a high risk with a number of engineering issues would score one.



Scoring	5	4	3	2	1
	Excellent		Acceptable		Poor

The scoring system.

INFRASTRUCTURE

- > Place
- > Alignment with others
- > Encourages 50/50 mode split
- > Speed of delivery
- > Road safety
- > User spread
- > Engineering risk
- > Aligns with Safe Cycling Streets
- > Physical constraints
- > Support other sustainable modes
- > Personal safety

POLICY AND ENFORCEMENT

- > Place
- > Alignment with others
- > Encourages 50/50 mode split
- > Speed of delivery
- > Road safety
- > User spread
- > Aligns with Safe Cycling Streets
- > Support other sustainable modes
- > Personal safety

EDUCATION AND BEHAVIOUR

- > Place
- > Alignment with others
- > Encourages 50/50 mode split
- > Speed of delivery
- > Road safety
- > User Spread
- > Aligns with Safe Cycling Streets
- > Support other sustainable modes
- > Personal safety

The criteria per category.

INFRASTRUCTURE

ID	Action	Est. Cost	Total Score	Place	Alignment with others	Encourages 50/50 JTW	Speed of delivery	Road safety	User Spread	Engineering Risk	Aligns with Safe Cycling Streets	Physical Constraints	Support other sustainable modes	Personal Safety	Standardised Score
I.1	Develop objectives and list of improvements for pedestrian access to Glen Huntly Station and work with the Level Crossing Removal Authority in the delivery.	Low	51	4	4	5	5	4	5	5	5	5	4	5	4.6
I.2	Actively input and support improvements to walking access to Caulfield Station as part of current State Government Structure Plan process.	Low	48	4	5	5	5	4	5	5	3	3	4	5	4.4
I.3	Deliver improvements for pedestrian access and high quality lighting to public transport, within 1.2km of the station or stop.	Medium	45	3	4	5	3	5	5	3	5	3	4	5	4.1
I.4	Pilot a Pedestrian Safe Neighbourhood.	High	44	5	4	5	2	5	4	4	5	3	4	3	4.0

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I.5	Program of Pedestrian Safe N'hoods	Low	44	5	4	5	2	5	4	4	5	3	4	3	4.0
I.6	Continue Council's program of assessing the Disability Discrimination Act compliance of our activity centres.	Low	44	5	4	3	5	4	5	3	5	3	3	5	4.0
I.7	Continue Council's program of 'Footpath Condition Audits' and 'Defect Inspections' to improve the surface quality of the pedestrian network and ensure it stays accessible.	Medium	35	3	4	3	5	4	5	3	5	3	4	4	3.9
I.8	Pilot a Great Walking and Shopping Street.	High	43	5	4	4	2	5	5	2	5	3	3	5	3.9

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I.9	Identify hot spots and assess the feasibility for removing pedestrian guardrailing (fencing) to make shopping strips more pedestrian friendly.	Low	38	2	2	2	2	4	4	5	5	5	3	4	3.5
I.10	Advocate for improvements to crossings at arterial roads.	Low	36	2	1	4	3	5	5	3	3	3	3	4	3.3
I.11	Provide high quality ramps and tactile paving at priority intersections (design for access and mobility).	Medium	36	1	4	2	2	4	4	4	5	4	3	3	3.3
I.12	Develop a network of permanent monitoring equipment for pedestrian activity in the three Structure Plan areas — Carnegie, Bentleigh and Elsternwick.	Medium	35	1	3	2	2	1	5	5	5	5	3	3	3.2

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I.13	Ensure that utility and public transport providers reinstate footpaths as required by the Road Management Act (2004), following third party works carried out.	Low	35	5	3	2	2	3	5	3	5	2	2	3	3.2
I.14	Continue to improve safety for pedestrians at night by maintaining street lights, pruning trees blocking street lights and where required extending light coverage.	Low	35	4	4	2	3	1	4	2	5	2	3	5	3.2
I.15	Explore the implementation of 10 innovative intersection treatments in Glen Eira over the next five years.	Medium	34	2	3	3	2	5	5	3	4	2	2	3	3.1
I.16	Advocate for improving safety and connectivity for pedestrians at key locations.	Low	33	3	1	3	2	5	5	2	4	1	3	4	3.0
I.17	Identify locations to provide detectors at kerb ramps to detect the presence of wheelchairs or metal framed prams.	Medium	28	1	2	2	2	2	1	4	4	4	3	3	2.5

POLICY AND ENFORCEMENT

ID	Action	Est. Cost	Total Score	Place	Alignment with others	Encourages 50/50 JTW	Speed of delivery	Road safety	User Spread	Engineering Risk	Aligns with Safe Cycling Streets	Physical Constraints	Support other sustainable modes	Personal Safety	Standardised Score
P.1	Create Street Design Guidelines.	Low	40	4	4	4	3	4	4	-	4	3	4	4	4.0
P.2	Council to continue monitoring improved approvals process for works or other matters that have impacts on pedestrians (eg street trading that may block or close the pavement).	Low	38	4	3	3	1	4	5	-	5	3	4	3	3.8
P.3	Change Traffic Impact Assessments to Transport Impact Assessments.	Low	37	3	3	2	4	4	4	-	4	3	4	4	3.7
P.4	Continue improving enforcement standards in relation to issues obstructing pavements. (Eg. TMPs, parking/loading, overgrown trees, etc.)	Low	36	4	4	3	1	4	4	-	4	3	4	3	3.6

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P.5	Review the monitoring and reporting process on complaints in relation to footpath obstructions.	Low	35	3	3	2	2	4	5	–	4	3	3	3	3.5
P.6	Investigate ways to get equitable funding from development contributions in regards to all types of transport infrastructure.	Low	34	2	3	3	3	4	4	–	4	2	4	3	3.4
P.7	Ensure municipal boundaries do not become significant barriers to walking.	Low	30	1	5	1	1	4	3	–	3	3	3	3	3.0
P.8	Develop Council policy on mobility devices and discuss with the Municipal Association of Victoria.	Low	27	2	3	1	1	4	3	–	3	3	2	3	2.7

CONTACT

City Futures Department
Phone: 9524 3333
cityfutures@gleneira.vic.gov.au
City Futures
PO Box 42
Caulfield South VIC 3162