



GLEN EIRA
CITY COUNCIL

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GLEN EIRA INTEGRATED TRANSPORT STRATEGY ACTION PLAN 2024–2025



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This *Glen Eira Integrated Transport Strategy Action Plan 2024–2025* was endorsed by Glen Eira City Council at its Ordinary Council Meeting on 25 June 2024.



ACKNOWLEDGEMENT OF COUNTRY

Glen Eira City Council acknowledges the Boon Wurrung/Bunurong and Wurundjeri Woi Wurrung peoples of the Kulin Nation as Traditional Owners and Custodians, and pays respect to their Elders past and present. We acknowledge and uphold their continuing relationship to land and waterways. Council extends its respect to all Aboriginal and Torres Strait Islander peoples.

Council honours the rich histories and cultures of First Nations peoples and recognises and values the important contribution of Aboriginal and Torres Strait Islander peoples in enriching our community. We support the Uluru Statement from the Heart and are committed to a *Reconciliation Action Plan* which is underpinned by the principles of self-determination. We work towards improved outcomes and long-term generational change, and to consolidate Glen Eira as a culturally safe place for Aboriginal and Torres Strait Islander peoples. We are committed to achieving equality for Aboriginal and Torres Strait Islander people to live healthy and prosperous lives and to improve life outcomes for current and future generations.

Glen Eira resides on country that always was, and always will be, Aboriginal land.

INTRODUCTION

Glen Eira City Council adopted the *Integrated Transport Strategy 2018–2031 (2024 refresh)*. The refreshed strategy continues with the vision for a City of child-friendly neighbourhoods that are connected to a network of vibrant and well-designed walkable activity centres. A community that will have a range of travel options to serve their daily needs and the goal that aims to reduce car use towards 50 per cent of all trips.

We aim to deliver the vision and goal by:

- > Improving the efficiency of movement and connectivity
- > Supporting the growth of vibrant and quality places with transport that best meet needs
- > Working to ensure that everyone is safe and feels safe, especially among the most vulnerable members of the community
- > Minimising transport's impact on the environment.

To achieve the above, we will:

- > Advocate for better public transport including more accessible stops
- > Enhance road network performance and street design
- > Improve access to support activity centres and neighbourhoods and enhance local amenity

- > Develop and deliver more quality trails
- > Improve infrastructure to make walking and riding bikes safer and more attractive
- > Deliver local safety treatment to reduce accidents and injury, especially for vulnerable street users
- > Promote active travel and public transport to the community including through local schools
- > Support the transition to greener energies for vehicles.

We will work with our community, stakeholders and other government bodies to develop plans and solutions for an inclusive and sustainable future.

We will deliver changes that are supported by the community, based on Council's *Integrated Planning and Reporting Framework* and through annual action planning.

This *Action Plan* sets out the priority areas, deliverables for 2024–2025, lead and partner teams. Towards the end of the Financial Year 2024–2025, we will review progress made, challenges faced and lessons learnt, then set out the deliverables for 2025–2026.



PRIORITY AREA 1 — MOVEMENT

Efficient movement and connectivity with opportunities in our City and beyond, offering options to the community

OUTCOME	PRIORITY AREA FOR ANNUAL ACTION PLAN	DELIVERABLE FOR YEAR 1	LEAD TEAM PARTNER TEAM
1.1.1 There are more public transport services for our community.	Advocate to the Victorian Government (with our neighbouring Councils) to improve: (a) bus services — frequency, reliability, operating hours, connections, real-time information, access to Bentleigh East/East Village and connecting key nodes in the southern part of the City (b) train services — capacity and service patterns through Metro Tunnel and level crossing removals (c) tram services — reliability, frequency, accessibility, Route 67, services to Bentleigh East/East Village along North Road and the Caulfield to Rowville Link (d) more integrated timetabling between all modes.	Plans developed with Department of Transport and planning to improve public transport, including for better serving Bentleigh East/East Village, along Glen Huntly Road and North Road, and accessible tram stops.	City Transport and Place Design Advocacy
1.1.2 There are more accessible stops and safer environments for all users.	Advocate to Victorian Government for more accessible bus and tram stops, as well as improved actual and perceived safety at stops for all users.		
1.2.1 Minimise delays and congestion on key arterial roads, including signal priorities for buses.	Work with the Victorian Government on network performance improvement, including signal optimisation as part of the <i>Smarter Roads</i> program. Support rollout in our City and collect feedback from local residents, including on the impact of changes to traffic flows from local residential streets to arterial roads/efficient driving routes. We will work with neighbouring councils on cross-boundary improvements.	A plan developed with Department of Transport and Planning for implementing and operating the <i>Smarter Roads</i> program across Glen Eira, with a focus on efficient driving routes.	City Transport and Place Traffic Engineering
1.2.2 Needs and interests of all street and road users are balanced.	Apply <i>Glen Eira Street Design Guidelines</i> on future infrastructure and urban design improvement projects, reflecting the intended purpose of the network and the users' diverse needs at the locations. This includes treatments to improve safe movements for people living with disabilities and all vulnerable street users.	The application of <i>Street Design Guidelines</i> on local streetscape projects through <i>Better Streets</i> , <i>Better Places</i> program including specific treatments for vulnerable people using continuous crossings.	City Transport and Place Design Strategic Planning, Traffic Engineering

PRIORITY AREA 2 — PLACE

Vibrant and well-designed places for all residents and businesses, with transport supporting their quality of life and livelihoods

OUTCOME	PRIORITY AREA FOR ANNUAL ACTION PLAN	DELIVERABLE FOR YEAR 1	LEAD TEAM PARTNER TEAM
2.1.1 Our structure plans are delivered with the transport improvements needed for the activity centres to be successful as they grow over time.	<p>Integrated with land-use and housing development, improve transport based on the characteristics and needs of precincts.</p> <p>Review parking provision at new developments and on-street car parking based on local characteristics and community needs. If applicable, optimise or consolidate parking and improve parking management.</p> <p>Review active travel facilities and the environment, including bike parking such as parklets, crossings, wayfinding, streetscape, amenity, tree canopy and perceptions on safety.</p> <p>Work with the local community and traders to develop initiatives that bring multiple modes and services together.</p>	Complete feasibilities to support Caulfield Activity Centre, including footpath connections from Smith Street to Caulfield Station via Sir John Monash Drive. Queens Avenue cycle connection between Normanby Road and Sir John Monash Drive.	<p>City Transport and Place Design</p> <p>Traffic Engineering</p>
2.1.2 Our neighbourhoods are more attractive as places to live and play, with quality connections to places of interests, such as open spaces and schools.	<p>There will be a focus to encourage mode switch from cars, especially for local short trips.</p>	Install one trial bike parking station on-street in a major activity centre / along trails. We will review usage and feedback then refine our approach to bike parking in subsequent years.	<p>City Transport and Place Design</p> <p>Traffic Engineering</p>
2.1.3 Our centres and services are more accessible for people living with disabilities.	Review all-abilities parking quantities, locations and customer information. Then, work with users and disability groups to develop the most appropriate next steps.	A report on all abilities parking supply and conditions. This will inform next steps in user engagement and solution development.	<p>City Transport and Place Design</p> <p>Traffic Engineering, Diversity and Inclusion</p>

PRIORITY AREA 2 — PLACE

Vibrant and well-designed places for all residents and businesses, supporting their quality of life and livelihoods

OUTCOME	PRIORITY AREA FOR ANNUAL ACTION PLAN	DELIVERABLE FOR YEAR 1	LEAD TEAM PARTNER TEAM
2.2.1 There are more high-quality active travel opportunities, especially trails and connections.	a) Complete Rosstown Rail Trail safety improvements, including marked bike stencils, traffic calming including raised pavements, better signage to raise awareness of people walking and riding bikes.	Progression of Stage 3.	City Transport and Place Design Traffic Engineering
	(b)(i) Develop designs and plans for Green Link cycling and walking path (Hotham Street to Gardenvale Station). (c) Progress options for the Frankston Rail Trail. (d) Advocate to the Victorian Government for funding assistance along with Boyd Park connection.	An action plan for Green Link agreed with community groups based on initial design concept for the preferred route including Hotham Street crossing.	City Transport and Place Design Traffic Engineering

PRIORITY AREA 3 — SAFETY

A transport network where everyone is safe and feels safe, especially for the vulnerable

OUTCOME	PRIORITY AREA FOR ANNUAL ACTION PLAN	DELIVERABLE FOR YEAR 1	LEAD TEAM PARTNER TEAM
3.1.1 There is more bike infrastructure that improves safety.	Develop on-road bike lanes, including those identified as part of the Strategic Cycling Corridor. We will work with the Victorian Government and neighboring councils on solutions, such as protected and separated infrastructure, where supported by the community overall. This includes developing solutions along the South Road corridor with Bayside and Kingston Councils and the Victorian Government, and other cross-council routes, such as those with Port Phillip. We will also explore opportunities along other corridors, such as the Principal Bicycle Network, including by using a network of local connections to deliver important connections, such as sections of Neerim Road.	An action plan developed with, Bayside and Kingston Councils on the next steps for developing the South Road cycle corridor.	City Transport and Place Design Traffic Engineering, Advocacy
		Present a report to Council on the Inkerman Street (Port Phillip) cycle corridor project to confirm any next steps for Glen Eira along Inkerman Road (Glen Eira).	
	Work towards a comprehensive network of safe local routes for walking and riding bikes, connecting key points of interest such as schools, activity centres, railway stations, Council facilities and open space. Based on community feedback on local issues, we will develop a program to improve existing assets to encourage active travel, including potential affordable improvements to footpaths, signs and crossings, and incremental improvements to on-road cycling space.	Map the strategic connections between key places of interest eg. schools, open spaces, activity centres, existing trails and council facilities to identify critical gaps and prepare a program for future action plans. Agreement from one school for working with students to identify the issues they face locally and the potential affordable solutions such as sections of Neerim Road.	City Transport and Place Design Traffic Engineering Open Space Planning and Strategy
3.2.1 Road safety is improved, particularly in local neighbourhood areas and for the most vulnerable users.	(a) Work with schools, interest groups and local residents to improve infrastructure in school and neighbourhood areas, including lighting, crossings and traffic calming. Also work with schools on safe behaviours including for using e-scooters and e-bikes.	A scoping document on the priorities for developing affordable solutions to improve safety around Coatesville Primary School. This will be agreed by local community representatives who were involved in the development of the original concept.	City Transport and Place Design Traffic Engineering

PRIORITY AREA 4 — SUSTAINABILITY

More sustainable transport, minimising adverse impacts on the environment

OUTCOME	PRIORITY AREA FOR ANNUAL ACTION PLAN	DELIVERABLE FOR YEAR 1	LEAD TEAM PARTNER TEAM
4.1.1 People have more positive attitudes and behaviours towards switching from cars to active and public transport.	Promote active and public transport to the community.	Hold a school active travel event.	City Transport and Place Design Traffic Engineering
4.1.2 People find it easier to park their bicycles at home.	Work with industry and the Victorian Government to develop guidelines and potential requirements for new housing developments to adopt better standards for bicycle parking.	Publish information sheet that shows Council's view on what good design looks like, including illustrated examples of bicycle parking installations at new developments.	Sustainability Statutory Planning
4.2.1 People find it easier to adopt EVs.	(a) Work with industry and the Victorian Government to develop guidelines and potential requirements for new housing developments to adopt better standards for EV charging at home.		
	(b) issue Expression of Interest to commercial suppliers and operators to generate interest for delivering EV charging stations in activity centres.	Commission a feasibility on viable locations for potential sites. This will inform the undertaking of the EOI in Year 2.	City Transport and Place Design Governance and Risk
4.2.3 The Council's own emissions are reduced.	Continue with Council's EV fleet transition.	Replace five fossil-fuelled vehicles with electric vehicles.	Fleet Sustainability

OTHER ACTIONS

subject to time, resource and budget

OUTCOME	PRIORITY AREA FOR ANNUAL ACTION PLAN	DELIVERABLE FOR YEAR 1	LEAD TEAM PARTNER TEAM
3.1.2 Help people feel more confident when riding bikes.	Work with interest groups to build deeper understanding of the specific barriers to riding bikes faced by different groups in Glen Eira. This will inform us when developing targeted initiatives to address safety concerns, including through road user behavioural changes, speed limit adjustments, infrastructure improvements and community courses to improve riding skills and confidence.	A program developed with an interest group/academic researcher for evidencing issues specific to local groups and identify targeted initiatives.	City Transport and Place Smart Cities
3.2.1 Road safety is improved, particularly in local neighbourhood areas and for the most vulnerable users.	(b) Understand the complexities of commercial shared e-mobility such as Lime e-bikes and e-scooters, including benefits and safety risks. Decide on whether to support their rollout in Glen Eira.	A document that details the method for analysis. This analysis will inform future Council position.	City Transport and Place Design Traffic Engineering

OTHER ACTIONS

subject to time, resource and budget

OUTCOME	PRIORITY AREA FOR ANNUAL ACTION PLAN	DELIVERABLE FOR YEAR 1	LEAD TEAM PARTNER TEAM
4.1.1 People have more positive attitudes and behaviours towards switching from cars to active and public transport.	(a) work with schools on active travel programs that also encourage parents to use alternatives to their car, such as cargo-bikes	An action plan developed with and agreed by participating schools on how we will promote walking and riding to schools, including how students will work together to identify the issues that matters the most for them.	City Transport and Place Design Traffic Engineering
	(b) develop and organise events to encourage the use of active travel trails.	Following the completion of Rosstown Rail Trail: hold a walk/run/ride promotion event.	City Transport and Place Design Community Engagement
	(d) work with the Victorian Government and operators to promote the rollout of Next Generation Trams and X'trapolis 2.0 trains.	Develop communication plan with Department of Transport and Planning and operators on how to promote the new fleet to our community.	City Transport and Place Design Community Engagement
4.2.2 Bus emissions are reduced.	Advocate to the Victorian Government for zero emission buses. Work with operators on bus depot access issues from Council roads.	An action plan developed with and agreed by with Department of Transport and Planning.	City Transport and Place Design Advocacy



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