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TRANSPORT

Overview

Road network

On a general basis the arterial road network plus adjacent and nearby major traffic routes in adjoining municipality's caters well for heavy radial traffic movements. The local street network of the City of Glen Eira is not subject to intense traffic pressures by regional traffic demands and only experiences moderate traffic volumes in comparison to its adjacent municipalities.

Increased traffic in local streets has caused some community concern however about safety and amenity. The aging population will have implications for local road design and traffic management programs.

Public transport

The complementary role of car travel and public transport is acknowledged and there are many opportunities to facilitate connections between all services. An overview of public transport, higher residential densities and urban villages has been provided in the Business element of the MSS (Clause 21.06).

Parking precinct plans

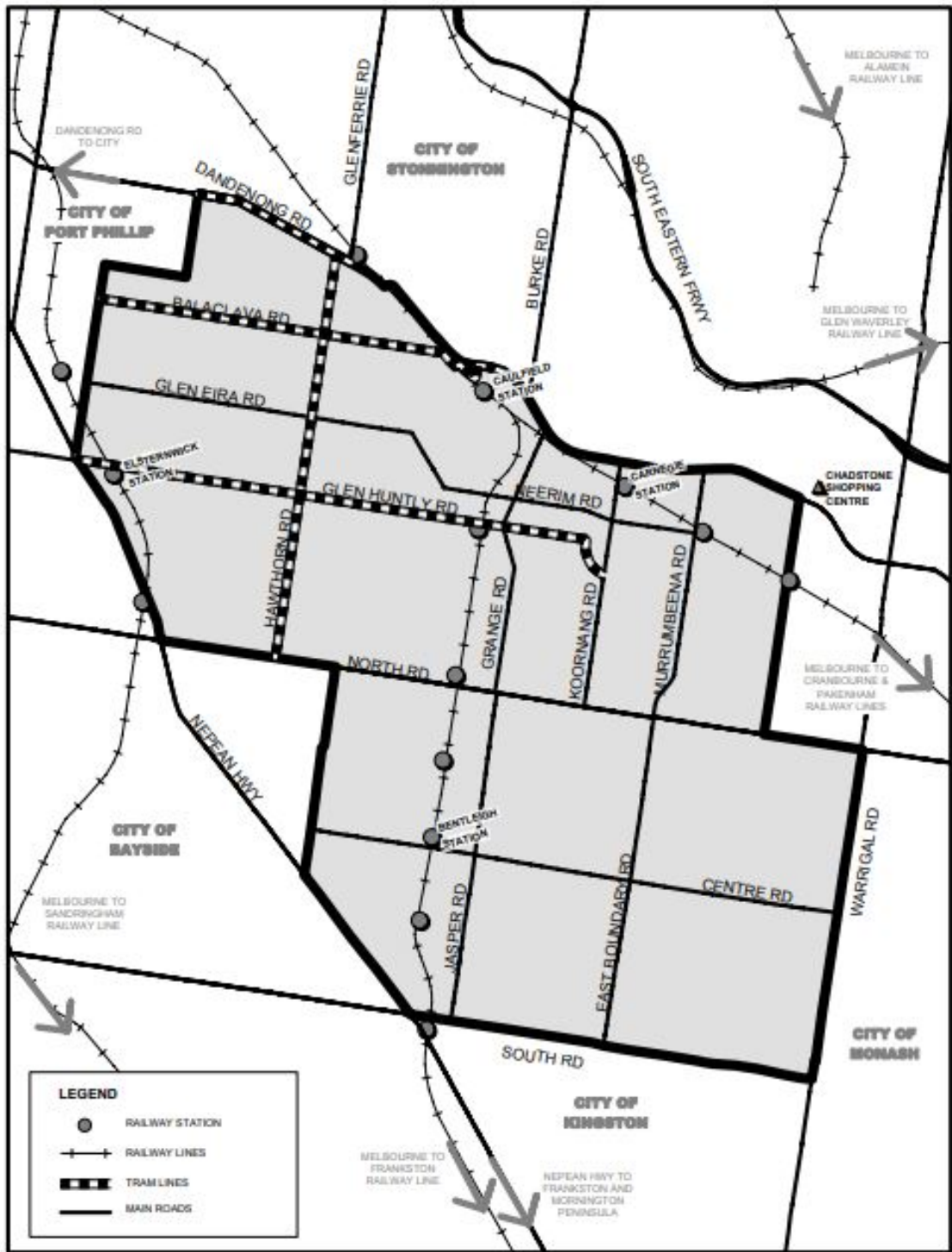
The City of Glen Eira recognises the special and often conflicting parking needs of its numerous commercial centres. Further strategic work is necessary to develop Parking Precinct Plans to:

- Maximise the supply and usage of parking for customers and traders of the centres.
- Limit the requirements for car parking for new development, whilst minimising adverse parking and equity consequences of new developments.
- Guide Council in the provision of public car parks.

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Objectives, strategies and implementation

TRANSPORT



LEGEND

- RAILWAY STATION
- +— RAILWAY LINES
- - - - - TRAM LINES
- MAIN ROADS



CITY OF GLEN EIRA

Objectives

- To advocate and encourage the provision of a safe, convenient and efficient transportation network which meets the needs of Glen Eira's residents, businesses and through traffic.
- To encourage increased access and use of public transport.
- To minimise the adverse effects of vehicular traffic, especially in Glen Eira's residential areas.
- To ensure the adequate provision of car parking in appropriate locations to serve the needs of business and its customers.

Strategies

- Reinforce the existing road hierarchy to ensure that the function of declared main roads is maintained and that inappropriate commercial uses are not encouraged to locate in residential areas.
- Recognise the important regional role of Princes Hwy, Nepean Hwy, Warrigal Hwy and Monash Hwy (North Road) as major arterial roads carrying high volumes of through traffic.
- Encourage careful design of new development adjacent to declared main roads to minimise the impact of such development on vehicular traffic movements.
- Encourage new development adjacent to local roads, which is appropriate to neighbourhood amenity and the volumes of traffic able to be accommodated.
- Support regional initiatives that will generally benefit transport in and around Glen Eira.
- Encourage increased use of public transport through the improvement of facilities and environment surrounding stations and tram stops
- Encourage the co-location and sharing of car parking facilities where appropriate.
- Encourage the provision of safe and attractive aspects to rear car parks
- Encourage the provision of access and car parking appropriate to the special needs of population groups such as the elderly, disabled etc.

Implementation

These strategies will be implemented by:

Policy and the exercise of discretion

- Ensuring that safe and efficient vehicular access and a minimal number of access points are provided where new development is proposed.
- Requiring a detailed traffic assessment to be provided or undertaken where new development is likely to significantly increase traffic volumes on the adjoining road network.
- Assessing all town planning applications for non-residential uses, home based businesses and non-conforming uses in residential zones having regard to the traffic and car parking provisions of the Non-Residential Uses in Residential Zones Policy.
- Ensuring that suitable land use buffers and/or noise protection measures are incorporated into the design of new development adjacent to busy roads.
- Requiring the provision of adequate car parking to satisfy demand generated having regard to the proximity of public transport and nearby on and off streetcar parking.
- Facilitating new development that enhances public transport facilities and increases public transport patronage.
- Ensuring new development provides pedestrian links between car parks and shops and improves signage to direct shoppers to car parking.

GLEN EIRA PLANNING SCHEME

- Ensuring that total access is considered in any development, including transport to facilities, parking, signage, and pathways, entrances and internal access.
- Ensuring that disabled access and parking is provided in new development where appropriate.

Zones and overlays

- Applying the Road Zone – Category 1 to all declared main roads under the Transport Act to identify these roads and to provide for control over access.
- Applying the Public Acquisition Overlay to properties identified by VicRoads as being necessary for the improvement of the main road network within Glen Eira in order to reserve land for that purpose and to ensure that changes to the use or development do not prejudice the purpose for which the land is to be acquired.
- Applying the Public Acquisition Overlay to properties identified by Council as being necessary for the provision of off street car parking in order to reserve land for that purpose and to ensure that changes to the use or development do not prejudice the purpose for which the land is to be acquired.

Further strategic work

- Implementing the Traffic Management and Pedestrian Action Plan, Precinct Parking Plan and Public Realm Action Plan of the Phoenix Precinct Urban Design Framework. Give effect to the Phoenix Precinct Urban Design Framework in the planning scheme by preparing a local policy.
- Investigating urban design improvements to the public domain surrounding major public transport hubs in consultation with public transport service providers.
- Preparing Parking Precinct Policies for the following neighbourhood centres:
 - Alma Village, Caulfield Park, Caulfield South, Bentleigh East, Glen Huntly, Ormond.
- Investigating the need for a cash-in-lieu policy to fund new car parks in various commercial centres.

Other actions

- Implementing a program of Local Area Traffic Management Plans in order to minimise disruption and increase safety of residential areas.
- Lobbying for convenient linkages to public transport routes and improvements to public transport where densities are increasing or where coverage is poor.
- Liaising with public transport providers and upgrade public transport facilities.
- Improving signage to direct shoppers to car parking in commercial centres.
- Implementing the recommendations of the Disabled Access Study and Disability Policy and Action Plan
- Investigating the likely requirements for shopping centre car parking and liaising with local traders to investigate the feasibility of special rate/charge schemes.

Reference documents

Glen Eira Traffic Management Strategy, 1995

Revised Warrants for Local Area Traffic Management Measures, 1998

Draft City of Glen Eira Parking Policy, Andrew O'Brien & Associates, 1998

Review of Car Parking Provisions in Victorian Planning Schemes –Final Report.

Car Parking Advisory Committee, 1996

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Urban Village Structure Plans, Perrott Lyon Mathieson, 1997

Glen Eira Disability Policy and Action Plan, 1998