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Glengala Walkability Assessment

1. Introduction

1.1 20-Minute Neighbourhood Pilot Program

Glengala, in Melbourne's west, is a part of the State Government's *20-Minute Neighbourhood Pilot Program*. The Program seeks to create a city of inclusive, vibrant and healthy neighbourhoods where residents can access most of their daily needs including local services and facilities within a 20-minute journey from home.

Neighbourhoods perform a central role in our city and represent an integral part of community life and local living. *Plan Melbourne 2017- 2050* outlines a concept of '20-minute neighbourhoods' to help create more healthy, cohesive and socially sustainable communities.

A 20-Minute Neighbourhood Pilot Program is currently being led by the Department of Environment, Land, Water and Planning (DELWP) in partnership with Victoria Walks, the Heart Foundation and select councils to test the concept of a 20-minute neighbourhood based on hallmarks established in *Plan Melbourne*. Neighbourhoods include:

1. South Croydon, Maroondah City Council
2. Glengala, City of Brimbank
3. Strathmore, Moonee Valley City Council.

1.2 Glengala

The Glengala Shopping Precinct is 1.3km west of the Sunshine Shopping area and train station. It is a precinct of shops, cafes, primary and secondary schools and open space. The Centre has a post office, Community Centre, medical centre and retail services including a hardware store and pharmacy. There is no supermarket, but most daily food requirements can be met with a butcher, bakery, milk bar and fruit and vegetable shop, in addition to restaurant and takeaway food options. The Centre is on Glengala Rd between Pellew St and St Andrews St – a length of around 200m.

Pedestrian facilities in the centre itself are quite good, with zebra crossings of Glengala Road in addition to pedestrian operated signals outside the Community centre. There is good lighting and public seating and reasonable street tree coverage.

There are two additional smaller precincts in the study area – to the west of Glengala: the Bell St shops (corner of Glengala Rd and Bell St), and to the south the Talintyre Rd shops (corner of Fairbairn Rd), including a supermarket.

1.3 Assessment process

The primary routes selected for auditing were based on the following considerations:

- All of the routes with potential for more than 600 trips (yellow, orange and red on the demand map in Figure 1), with the exception of some routes that are well outside the core 800m catchment. Routes east of Anderson Road and along Anderson Road itself were also excluded because the level of traffic on Anderson Road makes it an unpleasant walking environment and it seems likely that residents in this area would be more inclined to walk to Sunshine rather than Glengala.
- Routes accessing secondary destinations within approximately 800 metres of the centre.
- Some streets close to the centre that were not highlighted in the demand analysis, but were included because desktop analysis suggested they may be higher demand in practice. For example, Pellew St between Gum and Glengala Rd, was included because of it's potential to be a short cut to the shopping Centre.

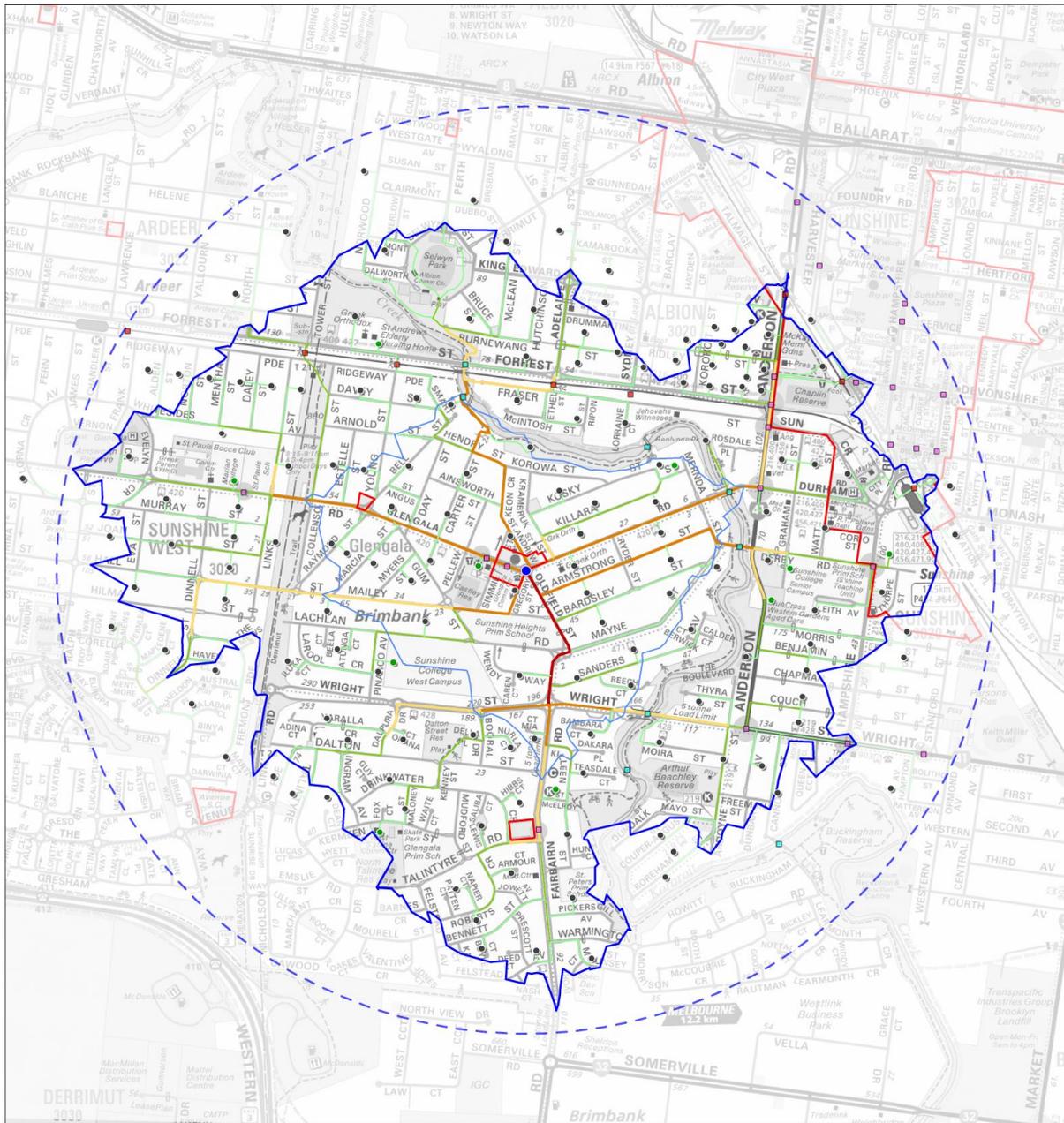
A map of routes assessed can be seen in Figure 2 and was developed in collaboration with Brimbank City Council staff.

Victoria Walks conducted walking assessments over 3 days in May 2018 to report on walkability in the area. The assessment was conducted during daylight hours and did not include street lighting. However, Council has previously commissioned a Lighting Level Assessment of activity centres including Glengala.

The assessment generally adopts an 8-80 Cities approach in considering the potential for children, older people, people with limited mobility and parents with prams to walk to the centre, in addition to able-bodied adults.

This Walkability Assessment Report identifies the issues and provides preliminary recommendations for the Glengala area. Victoria Walks will work with council staff to refine and develop infrastructure treatment options and recommendations following the delivery of this Report. This will support councils to develop Pedestrian Infrastructure Improvements Reports.

Figure 1: PPN Demand Map



KEY

- Glengala Activity Centre
- Secondary Destination
- ABS Mesh Block Centroid
- Primary Catchment (1600m Buffer)
- Walkable Catchment (1600m)
- Walkable Catchment (800m)
- Activity Centres

- Potential Trips
- 3,200 to 6,500
 - 1,200 to 3,200
 - 600 to 1,200
 - 200 to 600
 - 0 to 200

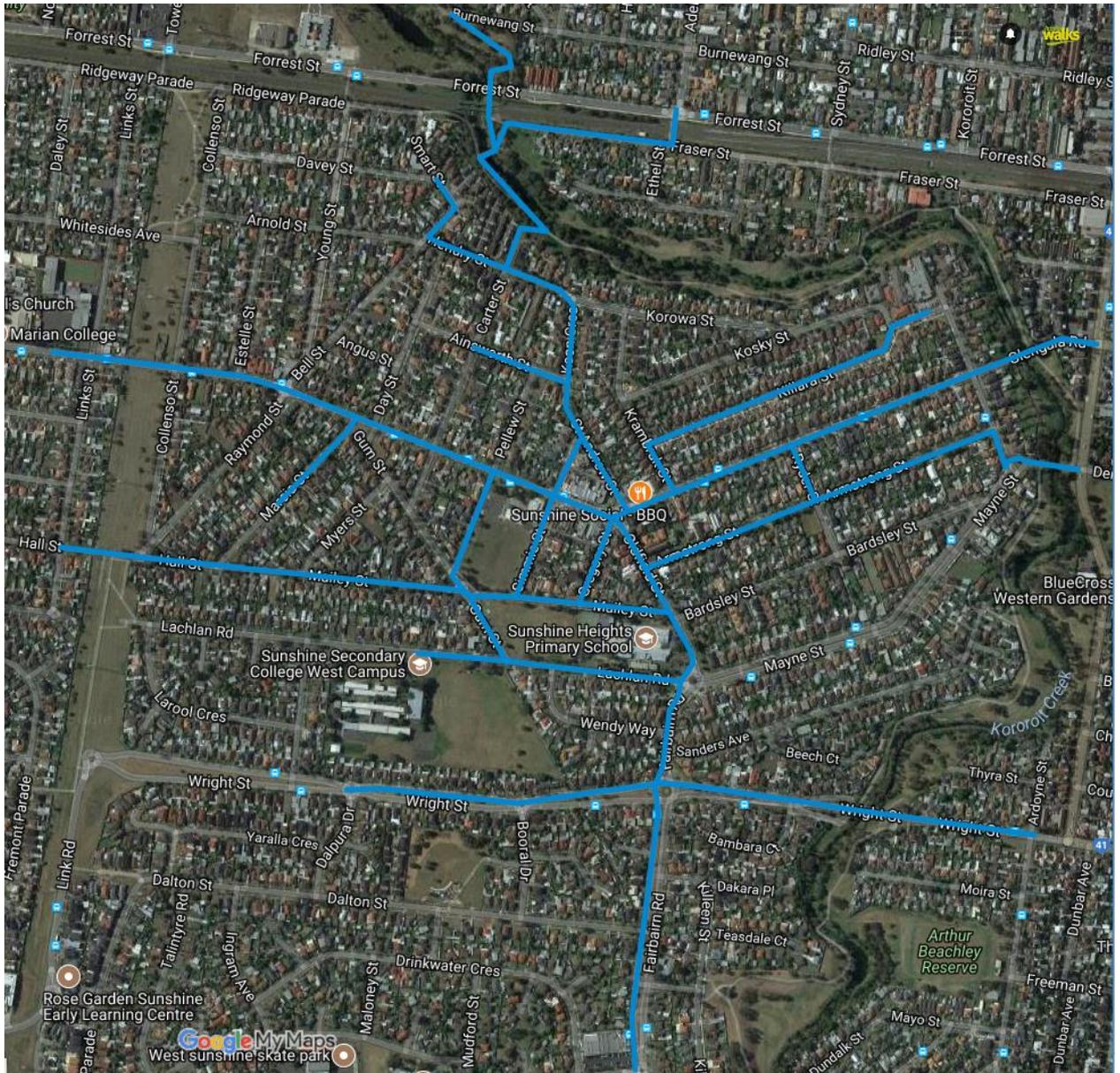
- Points of Connection
- Signalised Pedestrian Crossing
 - Rail Crossing
 - River/creek Crossing

Data Sources:

- Pedestrian Network was sourced from Vicmap Road Network then modify to the specific project need.
- Mesh Block was sourced from ABS 2016 Census Data.
- Population Data was sourced from id Consulting as 2016 Raw Census' usual residency data.
- Walkable Catchments and Potential Trip Routes were generated via Network Analyst, ArcGIS.



Figure 2: Routes Assessed



To support the on-the-ground assessment, assessors have also:

- Reviewed [WalkSpot](#) data relevant to the area (**Appendix 1**)
- Reviewed [VicRoads Declared Roads](#) information to see that Anderson Rd was the only road managed by VicRoads in the study area.
- Considered other relevant information provided to Victoria Walks by Brimbank City Council.

2. Walkability Map

This report is supported by an online [Walkability Map](#). The Walkability Map details the walkability assessment, shows areas for improvement and was the basis of this report. It is important that this document be read in conjunction with both the online map and the detailed recommendations made in **Section 5, Glengala Walkability Assessment – detailed issues**. That section allocates a priority (high, medium, low) to each of the recommendations, based on how much of a barrier the current issues are to walkers in the area.

In addition to this log there is a list of minor maintenance issues - found at **Appendix 2: Glengala Walkability Assessment Log - Maintenance**.

3. Key themes

- Four themes or areas of particular interest were identified: Improving Glengala Rd between Links Road and Mernda Street
- Improve the streets immediately adjoining the Activity Centre
- Infrastructure works to support access to schools in the study area
- Development of an approach to major roads forming barriers to walking

These themes require additional work involving Council's Urban Design and Engineering teams to fully develop an approach to suit the local area, but we have provided preliminary recommendations for improvement.

The key issues and recommendations are described below. Note that Section 5 and the online [Walkability Map](#) provide further detail.

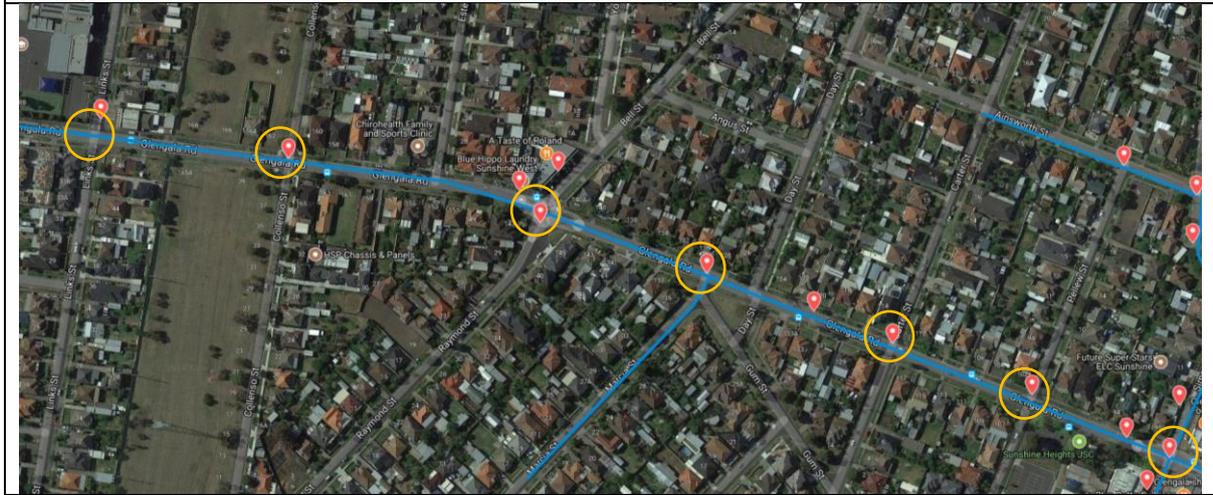
3.1 Improving Glengala Rd between Links Rd and Mernda St

Glengala Rd is an obvious link for those accessing the Centre on foot. It's direct, with low enough vehicle volumes and connects to other routes and destinations, notably Marian College, St Paul's Church and Primary School and the Bell Street shops (all to the west of the centre on Glengala Road). It is currently an adequate walking route but it has the potential to become an excellent walking route. Raising thresholds at side streets make pedestrians more prominent, reduce the speed of cars turning into the side streets and make for a level walking surface, minimising the risk of falling.

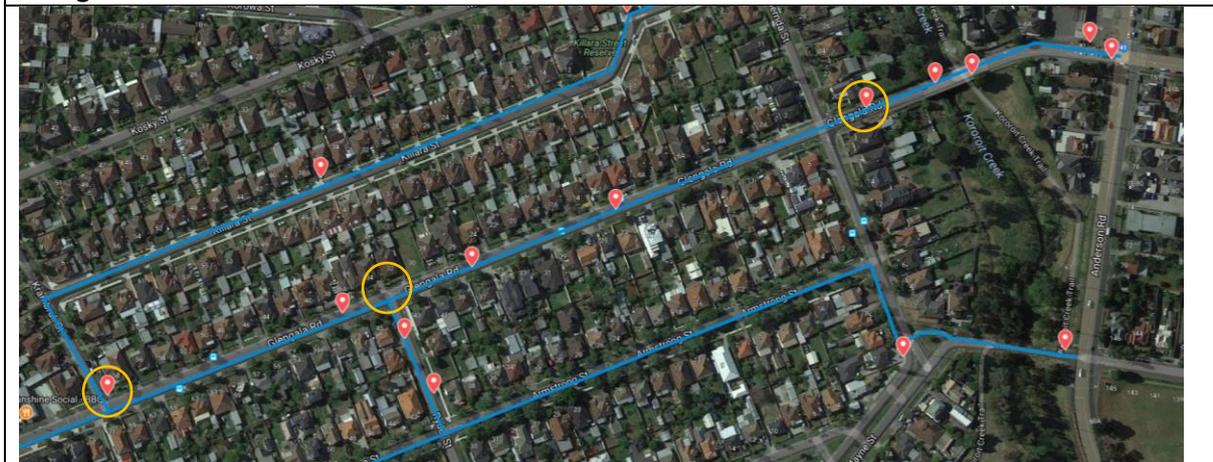
Raising the thresholds across side streets at the 10 intersections illustrated in the photographs below would create a high-quality pedestrian route along the length of Glengala Rd within the catchment of the centre. Links St (Saint Paul's Primary School) to the Centre is 915m, well within a walkable distance and the same is true of Mernda St, to the east of the Centre (645m). Treating the intersections nearer to the Centre assists many pedestrians whilst intersections like Links St increases the walkability for those attending St Paul's Primary School.

Provision also needs to be made for crossing Glengala Road itself at strategic locations. We have suggested a number of improvements to address this, outlined in Section 5, including a raised zebra crossing of Glengala Road at Bell Street.

Glengala Road, Links St to Simmie St – recommended raised thresholds



Glengala Road – Krambruk St to Anderson Rd – recommended raised thresholds



3.2 Improve the streets accessing the Activity Centre

Make the walk into the Centre more pleasant. Whilst Glengala Rd between Oldfields and Pellew is quite pleasant, access from Simmie St, Gregory St, St Andrews St and Pellew St is more difficult to negotiate for pedestrians. The footpath surfaces, inactive adjacent spaces and maintenance problems contribute to a less than ideal introduction to the Centre.

The car parking areas on either side of St Andrew Street do not dominate the centre, but they do detract from it. The car park next to the pharmacy has very good landscaping, but wide crossovers that detract from the streetscape and it provides few (less than 10) car spaces. These car parks offer opportunities to improve the centre in the future.

Refer to online [Walkability Map](#), and **Section5: Glengala Walkability Assessment – detailed issues** for additional detail.

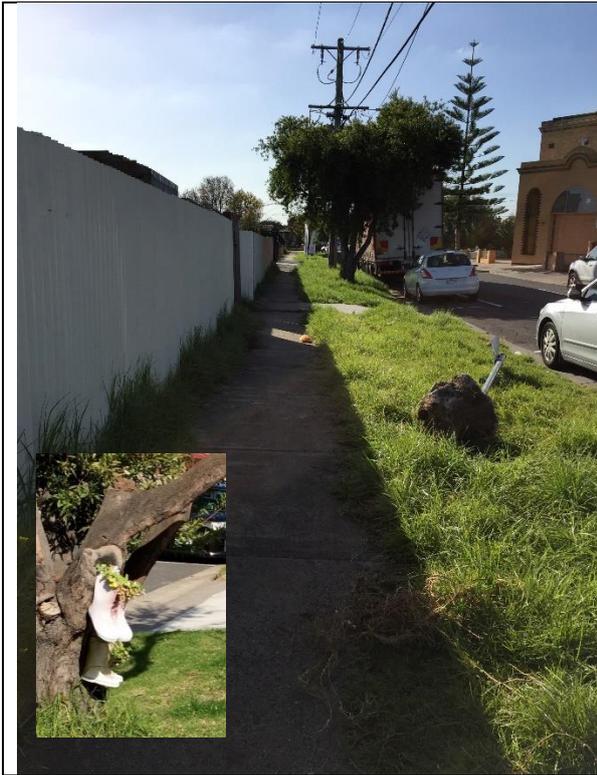
Simmie St between Mailey St and Glengala Rd



Parked cars overhanging the footpath, uneven surfaces (west side) and a lack of pedestrian priority at the bus entrance to the Community Centre on Simmie St near Glengala Rd.



The bus park at the entrance to the Community Centre deflects the natural pedestrian desire line and dominates the space.



The footpath on Simmie St north of Glengala Rd is overgrown and inactive.

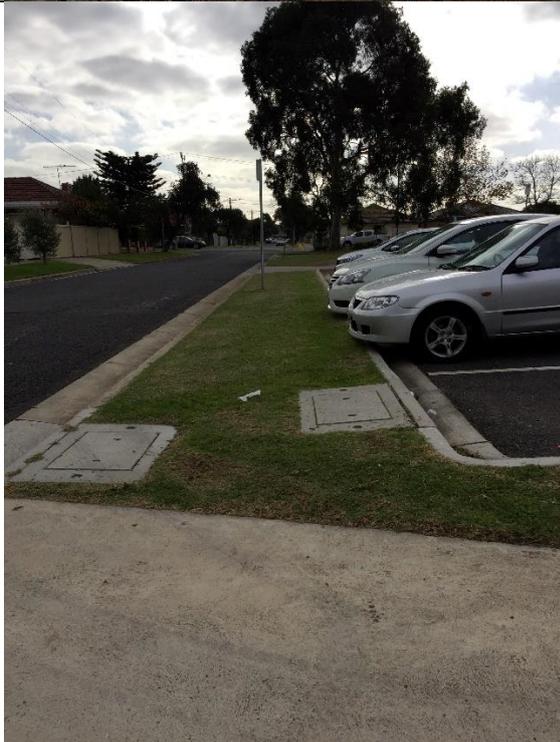
Recommendations to improve Simmie St between Mailey St and Glengala Rd: Install wheel stops to prevent cars hanging over the footpath on the west side, realign the pram ramps at the car park entrance and plant trees in the median at the bus parking.

Simmie St between Glengala Rd and St Andrews St: maintain the nature strip and consider activating the fence on the west side of the footpath. For example, there are gumboots filled with plants further north on Simmie St (outside a private residence), see inset – these could be continued down the street to Glengala Rd.

Pellew St between Mailey St and Glengala Rd



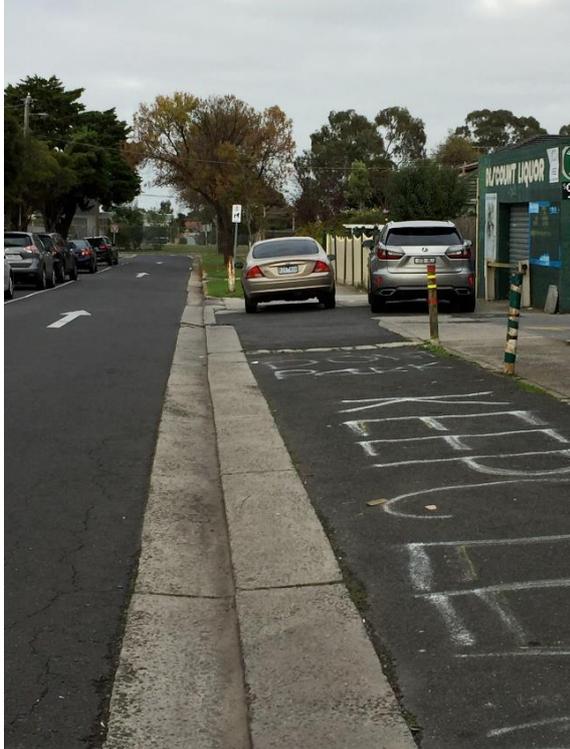
No footpath on the east side of Pellew St, though there is an obvious desire line for pedestrians based on the wear seen here.



No obvious link between the carpark at the back of the Community Centre/Kindergarten to the shopping Centre, even though they are adjacent.

Recommendations to improve Pellew St between Mailey St and Glengala Rd: Install footpath on the east side between Mailey St and Glengala Rd, create or define a clear path through the car parking for those trying to access the Kindergarten.

Gregory St between Mailey St and Glengala Rd



Walking on Gregory is generally unpleasant. Cars were observed parking on the footpath and there is a lack of pedestrian priority around the drive-through bottle shop on the corner of Glengala Rd and Gregory St.



Gregory St has very uneven footpath surfaces on both sides of the street.

Recommendations to improve Gregory St between Mailey St and Glengala Rd: Redesign the drive-through bottle shop entrance to prioritise pedestrian access and prevent cars parking on the footpath and nature strip on the west side. Crossovers for bottle shop access need to be constrained and potential conflict points limited. Asphalted nature strip areas not used as crossovers should be reclaimed for landscaping.

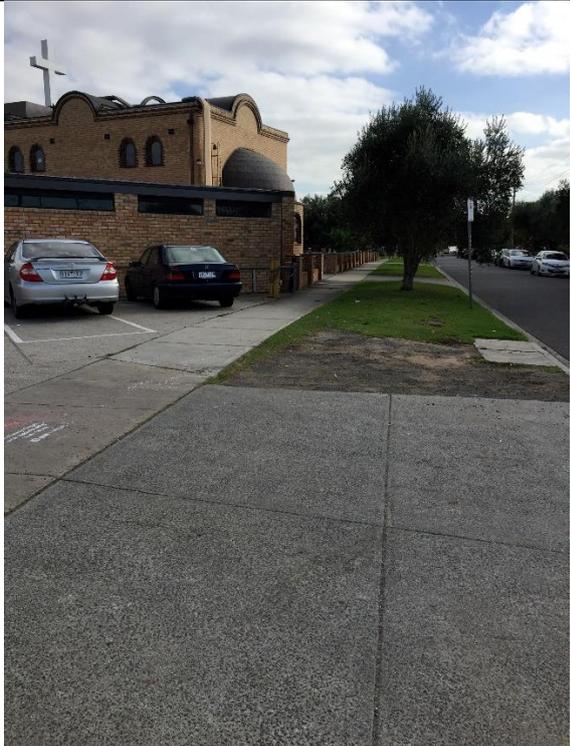
In addition:

- Re-pave footpath on east side.
- Install a threshold treatment at Mailey St and narrow the crossing at Glengala Rd to constrain cars travelling the wrong way.

St Andrews St between Simmie St and Glengala Rd



Cars park on the nature-strip, an unattractive lane and crossover on the corner of St Andrews St and Glengala Rd at the entrance to the Pharmacist.



Inactive rear of church with informal car parking impacting the nature strip.



Inactive car park associated with Sunshine Social. Large space, sufficient car parking on other side of Sunshine Social.

Recommendations for St Andrews St between Simmie St and Glengala Rd:

Consult with church regarding appropriate ways to make the rear of the church less car-dominated and more attractive. Install street trees in area where cars are driving over nature strip.

Explore opportunities to redevelop the Pharmacy car park so that the cars entering the car park are no longer crossing over the Glengala Road footpath. This could involve full site redevelopment or more simply utilising the site for café seating or open space.

Explore opportunities activate the underutilised space in the car park of the St Andrews St side of Sunshine Social. This could involve facilitating a market or pop up retail space, or full redevelopment of the site.

3.3 Infrastructure works around schools

Focusing works around schools can increase walking to school and address congestion and parking issues around schools. Infrastructure treatments at intersections like Oldfields Rd and Mayne St and Glengala Rd at Links St could support active travel to school.

Sunshine Heights PS	
Location	Recommendation
Lachlan St and Oldfields Rd	See information on this intersection in Section 2.4 (Major Intersections) below.

Mailey St at Gum St



Raised zebra pedestrian crossings on all legs, provide more direct footpaths to reduce pedestrian deflection and install pram ramps to new footpaths on Mailey St and Pellew St.

High fence around Sunshine Heights PS



The high fence around the Primary School means that pedestrians are forced to go around the school if travelling from the south to the Centre. The high fence also detracts from the amenity of the area. In the short-term, explore potential to open the gates on the weekends so pedestrians can short-cut through the school. Ultimately replace with a lower fence to prevent vehicular access but provide pedestrian access.

St Pauls Primary School



The school crossing at St Pauls on Glengala Rd is the nearest facilitated (at school times) crossing to the Centre for 860m (although we have recommended another at Bell St). Consider converting this school crossing into a raised pedestrian crossing.



The intersection of Glengala Rd at Links St has a small median and is adjacent to St Pauls. Raising the threshold and installing a pedestrian crossing would make this intersection easier to negotiate for those walking to school.

3.4 Major Intersections

There are three intersections in the study area that are significant barriers to those needing to cross them to get to the Glengala Shopping Centre and other destinations, including schools:

1. Lachlan St and Oldfields Rd - near to the Centre and adjacent to Sunshine Heights PS,
2. Wright St and Fairbairn Rd – a route of highest theoretical demand (see Figure 1),
3. Anderson Rd and Glengala Rd – connects to higher order destinations like Sunshine Railway Station and Sunshine Secondary College.

The first two intersections are roundabouts. Roundabouts are difficult intersections for pedestrians to cross, because:

- It can be difficult to determine where vehicles will exit the roundabout
- Drivers do not need to give way to pedestrians in any circumstance
- At roundabouts drivers tend to focus on avoiding conflict with other vehicles and ignore other road users.

For pedestrians, crossing at roundabouts is entirely reliant on correctly identifying suitable gaps in traffic. At roundabouts with high traffic volumes and speed, this can make it very difficult to cross the road safely, even for able-bodied adults, when combined with the factors above. [VicRoads guidance for pedestrians](#) suggests they should avoid crossing at roundabouts.

It should be noted that Anderson Road at Wright St is not included in these recommendations as it is relatively remote from the Centre and the schools.

Additional discussion is needed to better understand and design for pedestrians at these intersections, but initial recommendations are set out below.

<p>Intersection of Oldfields Rd and Lachlan St/Mayne St</p> 	<p>This is a fast-moving roundabout that is difficult to cross - in particular for those accessing Sunshine Heights PS. The slip lane on the south leg significantly contributes to the difficulty. Pedestrians are deflected from their north-south and east-west desire lines.</p>
<p>Recommendations for intersection of Oldfields Rd and Lachlan St/Mayne St: lower speed limit to 40km/h, install raised thresholds and pedestrian crossings on all legs and remove the north bound slip lane.</p>	
<p>Intersection of Wright St and Fairbairn Rd</p> 	<p>Large roundabout, difficult to cross, fast moving traffic with few gaps. The complexity of the intersection (number of movements to account for and multi-lane elements) adds to the difficulty.</p> <p>This intersection was noted as a problem by three participants in the Walkspot project. See Appendix 1.</p>
<p>Recommendations for intersection of Wright St and Fairbairn Rd: Redesign the intersection. Considerations to include: permanently lowering the speed limit— particularly from the intersection to the roundabout at Lachlan and Oldfields, installing raised threshold pedestrian crossings on some or all legs, reducing the number or width of lanes, or signalling the intersection.</p>	

Glengala Rd and Anderson Rd



Walking along Glengala Rd near Anderson Rd is unpleasant. The traffic is noisy, feels fast-moving and the footpath is narrow. There is no link to the Kororoit Creek Trail and Glengala Rd is difficult to cross until the small median at Mernda St.

Recommendations for intersection of Glengala Rd and Anderson St: Review signal phasing to ensure it prioritises pedestrians. Look for opportunities to support redevelopments that prioritise pedestrians on the street frontages and activate the street. Particularly on the NW and SW corners. Create a link to the Kororoit Creek Trail, either through these developments or separately.

4. General Issues

The Glengala area is a mix of mostly walkable, pleasant streets with some notable exceptions. It feels friendly and the streets connect directly to the Centre.

This section will outline a number of general issues and observations that apply to the broader area rather than site specific locations.

4.1 Moving across major roads

This assessment scrutinises the potential for walking to the centre. In practice this predominantly involves walking along main roads rather than across them. This does not acknowledge that people come from different directions, have diverse destinations and walk for different purposes at different times. This issue is most apparent on:

- Glengala Rd. Pedestrians need to be able to move north-south across Glengala Rd, but facilitated crossing points are rare.
- Fairbairn Rd. Pedestrians need to be able to move east-west across Fairbairn Rd, but facilitated crossing points are rare.
- Wright St. Pedestrians need to be able to move north-south across Wright St, but facilitated crossing points are rare.

If our recommendations were adopted they would at least partially address this issue, by introducing a number of formal pedestrian crossings at strategic locations. However, a broader approach to walking beyond one that focuses on walking to the Centre would seek to introduce other crossing

opportunities on these roads. This would not necessarily require formal pedestrian crossings, but would include infrastructure like kerb extensions, pedestrian refuges and/or median treatments to reduce the effective width of the road and enable staged crossing. Ideally there would be some ability to cross the main road at each intersecting street.

4.2 Increasing housing density

Increasing density in the walkable catchment of the activity centre would increase the population within walking distance of Glengala and surrounds. People are more likely to walk if they see others walking and there is a safety in numbers effect that means increasing population is likely to increase walking. This increase is currently supported in Brimbank's Draft Activity Centre Strategy, which would mean investigating the application of the Residential Growth Zone to the residential areas surrounding the commercial precinct.

4.3 Speed limit reduction

Pedestrians are at greatest risk of excessive or inappropriate vehicle speed. This is discussed in the Curtin-Monash Accident Research Centre's fact sheet [Improving Pedestrian Safety](#). The risk of pedestrian death rises exponentially with collision speeds beyond 30 km/h. It is estimated that less than 10% of pedestrians would die when struck by a vehicle travelling at 30 km/h, compared with fatality rates of 26% at 40 km/h and over 80% at 50 km/h.

A reduction in speed limits on local roads is predicted to have only a minor impact on average travel time ([Social Cities](#) p.38). Longer driving trips will largely take place on arterial roads.

It is recommended that Council consider a general speed limit reduction for all local streets in the study area.

4.4 Public Amenities

There do not appear to be public toilets or drinking fountains available in Glengala. These are important facilities for pedestrians, particularly for older people and parents of young children.

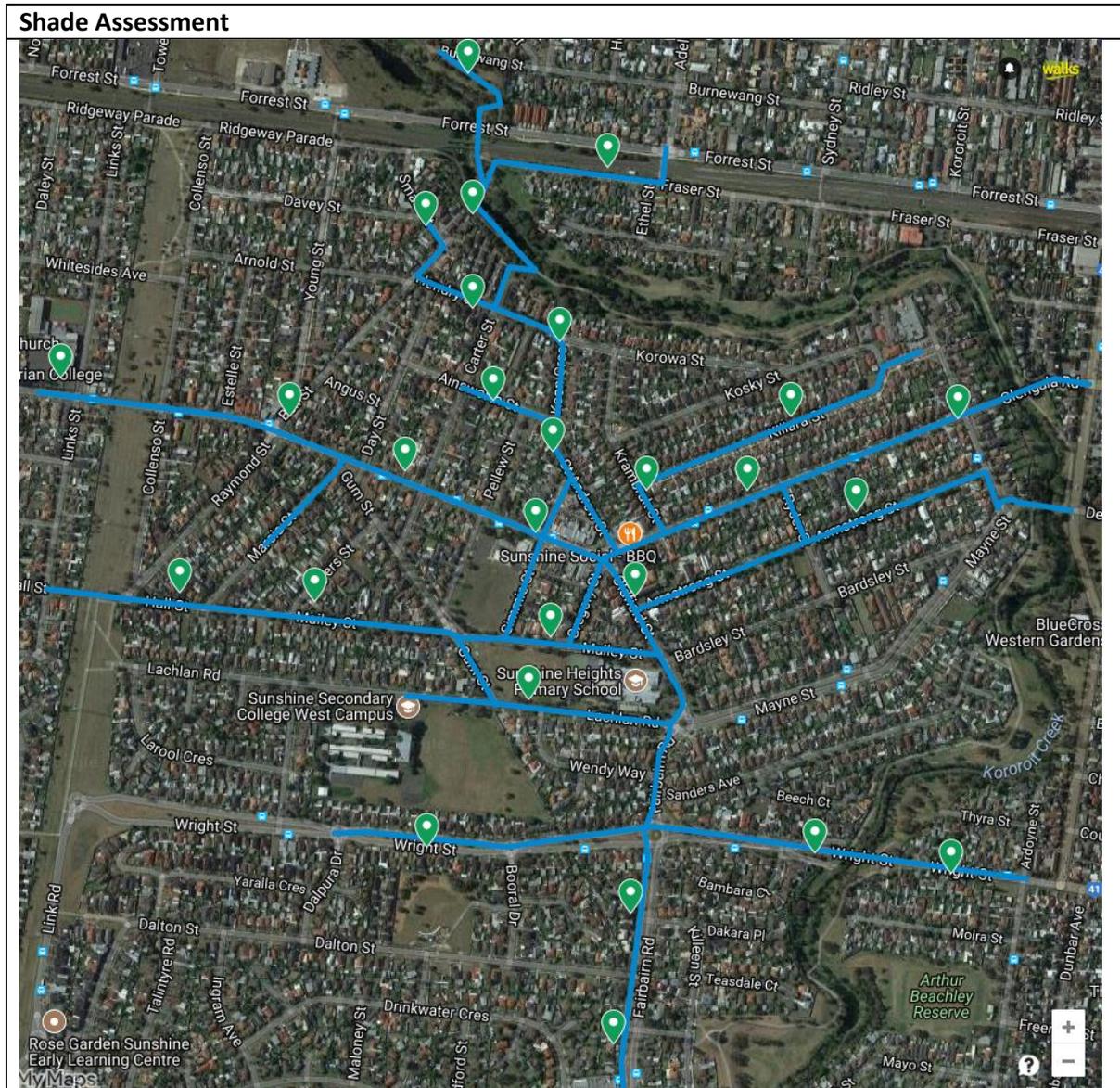
Council should explore opportunities to provide public toilets in Glengala, possibly by making toilets at the community centre available and installing signage accordingly. Opportunities to install a drinking fountain should also be considered.

4.5 Parking on nature strips

Parking on nature strips was regularly observed during the Walkability Assessments. This reduces the amenity of the walking space, can impede sight lines and increase potential conflict between pedestrians and drivers. Enforcement of parking legally combined with a campaign about not parking on nature strips would be worth considering. Another option would be targeted landscaping of problem sites to exclude vehicles.

4.5 Shade

Shade was assessed along the walking routes and can be seen [here](#), further detail is available at the online Walkability Map. This has been mapped in a separate layer to reflect the typical differences in management by council groups.



5. Glengala Walkability Assessment – detailed issues

This section provides a list of notable issues taken from the online [Walkability Map](#), the reference numbers relate to those in the map. There are a few points noted on the map that are not listed here. They are observations on the area rather than notable issues.

In addition to this log there is a list of minor maintenance issues - found at **Appendix 2: Glengala Walkability Assessment Log - Maintenance**. The number on the map is distinguished from the Notable Issues with the use of M after the number.

Map Ref	Location	Issue	Recommendations	Priority (High, Medium, Low)
1	Ryder St between Glengala Rd and Armstrong St	Car driving across footpath to access off-street parking	Observed frequently in area - target certain locations or build a campaign. See General Recommendations in the main report for more information.	M
2	Ryder St between Glengala Rd and Armstrong St	Footpath on single side only	Build footpath on Ryder St between Glengala Rd and Bardsley St - west side.	M
3	Gregory St between Glengala Rd and Mailey St – west side	Poor pedestrian environment. Ill-maintained footpath surface and use - west side. Priority given to drive-through bottle shop and parking on footpath rather than pedestrians. Older pedestrians observed using this street. Bottle shop attendant observed 5-10 cars a day travelling against the one way - difficult for pedestrians at pedestrian crossing on Glengala Rd.	Complete re-pave of Gregory St between Mailey and Glengala Rd. Address interactions between pedestrians and cars accessing bottle shop drive-through as well as cars turning illegally into Gregory from Glengala Rd.	H

4	Gregory St between Glengala Rd and Mailey St – east side	Footpath surface	Complete re-pave of Gregory St between Mailey and Glengala Rd.	
5	Simmie St at Community Centre Entrance	Bus access provides a deflected connection for pedestrians.	Use median to plant street trees	H
6	Simmie St between Mailey and Glengala Rd	Simmie St is a main connection to the Centre - particularly from the school. Car parking overhangs the footpath and there is a misaligned crossing point at the car park to the football club.	Install wheel stops to stop overhang.	H
7	Glengala Rd and Simmie St	Simmie St is wide at Glengala Rd, there are many low mobility pedestrians at this site because of the Community Centre on the south side and older pedestrians accessing the Church on Simmie St on the north side.	Reduce crossing width and install a raised threshold treatment.	H
8	St Andrews St at Simmie St	Connection across Simmie St to St Andrews St is deflected for pedestrians.	Reconstruct footpath to reflect pedestrian desire lines.	M
9	Glengala Rd at Pellew St	Crossing at Pellew/Glengala is difficult, north/south and made slightly easier east-west by the splitter islands.	Widen medians and raise for better priority for pedestrians crossing Pellew St.	H
10	Glengala Rd at Marcia St	Marcia St at Glengala Rd is wide and allows vehicles to turn quickly in and out of Glengala Rd. The island formed by Gum/Marcia provides a poor link the desire line along Glengala Rd.	Tighten intersection corners and raise threshold on Glengala Rd.	M

11	Glengala Rd at Bell/Raymond St	Roundabout is difficult to cross due to fast moving traffic on Glengala Rd. Medians help, though they are narrow.	Raised threshold with pedestrian crossing on at least 3 legs to facilitate crossing Glengala Rd as well as Bell and Raymond Sts.	H
12	Glengala Rd at Collenso St	Crossing is wide and can be taken fast by car drivers.	Raised threshold	M
13	Glengala Rd at Links St	Wide crossing adjacent to school	Raised threshold treatment and pedestrian crossing	H
14	Glengala Rd between Links St and Dinnell St	School Crossing Improvement	Opportunity to raise crossing; 40km/h at school times but potential to convert to pedestrian crossing to serve outside of school times.	M
15	Glengala Rd and Carter St	Crossing is wide and can be taken fast by car drivers.	Potential for raised crossing on both sides of Glengala Rd	M
16	Glengala Rd at Krambruk St	Difficult to cross Krambruk St at Glengala Rd because of crossing distance and turn movements.	Tightening up the intersection and provide a median.	H
17	Glengala Rd at Mernda St	Narrow but considering nearest crossing point is Anderson Rd or Oldfield Rd, useful.	Widen median and seek another crossing point (mid-block) on Glengala Rd between Mernda St and Oldfields Rd.	M
18	Glengala Rd at Anderson Rd	Unpleasant walking environment, noisy, fast moving traffic.	Look for opportunities to support redevelopments that prioritise pedestrians on the street frontages and activate the street. Particularly on the NW and SW corners. Use these redevelopments to create a link to the Kororoit Creek Trail from Glengala Rd.	L
19	Glengala Rd at bridge over Kororoit Creek	Narrow footpath in relation to speed of adjacent traffic. No link for pedestrians to Kororoit Creek.	Create link from Glengala Rd to Kororoit Creek Trail.	M
20	Derrimut Trail Link at Hall St	Poor directional signage - unclear on connections.	Renew signage with more detail.	L

21	Wright St at Fairbairn Rd	Large roundabout, difficult to cross, fast moving traffic with few gaps. The complexity of the intersection (number of movements to account for) adds to the difficulty.	Lower speed limit, raise thresholds at all legs, reduce individual turning lanes and install pedestrian crossings on all legs.	H
22	Entrances to Kororoit Creek at Burnewang St and Carter St (either side of Creek)	These kinds of gates are difficult to use for prams etc	Investigate different style of gate to exclude unwanted users but not limit mobility.	M
23	Kororoit Creek entrance from Carter St	Steep path	Create a graded version	L
24	Carter St north of Hendy St	No footpath on either side of the road between Kororoit Creek and Hendy St	This street provides a good link to the Kororoit Creek though without footpaths it's less useful. Install footpath - priority west side or make road a shared zone.	M
25	Forrest St Bridge	Difficult to cross Forrest St and shared path on the other side	Investigate installation of POS.	L
26	Bridge over Kororoit Creek	Chicane on bridge over Kororoit Creek- creates pinch point	Realign chicane to reduce pinch point.	L
27	Fraser St	New surface on Fraser St, Footpath only on one side; link for riders on road. No pedestrian link from end of shared path to new footpath.	Create link for pedestrians at the Fraser St turn around to the footpath on the south side of the road.	H
28	Forrest St at Adelaide St	Difficult place to cross to Adelaide St due to speed of traffic	Install centre median to permit a staged crossing.	M
29	Kororoit Creek Trail	Interaction with riders? Narrow for bi-directional passing and pedestrian comfort.	Install signage to encourage slow and wide passing, bell ringing and appropriate passing distances.	M
30	Ainsworth and Pellew Sts	Links to Glengala Centre - wide intersection and ramps send into middle of intersection. Difficult for those with visual impairments.	Tighten radius of intersection or install centre medians.	L

31	St Andrews St between Simmie St and Ainsworth St	Crossovers and parked cars make for a poor pedestrian experience.	Seek to reduce crossover in long term.	L
32	St Andrews St between Simmie and Glengala Rd	Poor pedestrian environment, rear of church and crossover for chemist provides a poor entrance to the Glengala Shops from this direction.	Improve entrance to Centre by increasing street trees, removing parking on the footpath and activating street frontages.	H
33	Killara St at Kosky St	No pram ramp located on NW corner.	Install pram ramp on NE corner.	L
34	Hall St at Marcia St	The intersection is wide and permits fast turning.	Tighten intersection to reduce crossing distance.	L
35	Hall St at Links St	The intersection is wide for a local road. Hall St links to the centre and Links to the schools to the north.	Reduce crossing distance or install medians depending on traffic data.	M
36	Gum St at Mailey St	The angle of Gum St at Mailey St has made this intersection awkward. There is a very deflected crossing point on the south side of Mailey at Gum St (access to school) and a small median. Pedestrians were observed crossing to Pellew St - possibly due to the lack of footpath on the north side of Mailey St between Gum and Simmie Sts, a kindergarten destination or due to wanting to access the lights outside the Community Centre to get to things on the north side of Glengala Rd.	Raised threshold pedestrian crossings on all legs, provide more direct footpaths to reduce pedestrian deflection and install pram ramps to new footpaths on Mailey St and Pellew St.	H

37	Mailey St between Gum and Simmie Sts	There is no footpath on Mailey St between Gum and Simmie Sts, though the goat track indicates there is plenty of desire. This is particularly problematic because of the proximity to the centre and the fact that Pellew also only has 1 footpath and access along Simmie St has poor connections and is inhibited by car parking.	Install footpath on Mailey St between Gum and Simmie Sts	H
38	Mailey St between Gregory St and Oldfield St	Cars parking on footpath, feels unpleasant, obscures sight lines and creates a drop off at the footpath.	Observed frequently in area - target certain locations or build a campaign?	M
39	Pellew St between Gum St and Glengala Rd	Pellew St is well used despite the poor facilities. There is only a footpath on the west side and no pedestrian link across Pellew St or through at the football club car park.	Install a footpath on Pellew St between Gum St and Glengala Rd - including at car park adjacent to Glengala Rd.	H
40	Sunshine Height PS	The high fence and lack of unlocked gates (weekends) creates a barrier (or extra walking distance) for those trying to access the Centre from the south.	Speak to Principal about opening school gates on weekends. Longer term – replace fence with lower style – exclude cars and anti-social behaviour but not	H
41	Oldfields Rd at Lachlan/Mayne St	This is fast-moving roundabout that is difficult to cross - in particular for those accessing Sunshine Heights PS. The slip lane on the south leg significantly contributes to the difficulty. Pedestrians are deflected from their north-south and east-west desire lines.	Lower speed limit, raise thresholds at all legs, remove north bound slip lane and install pedestrian crossings on all legs.	H

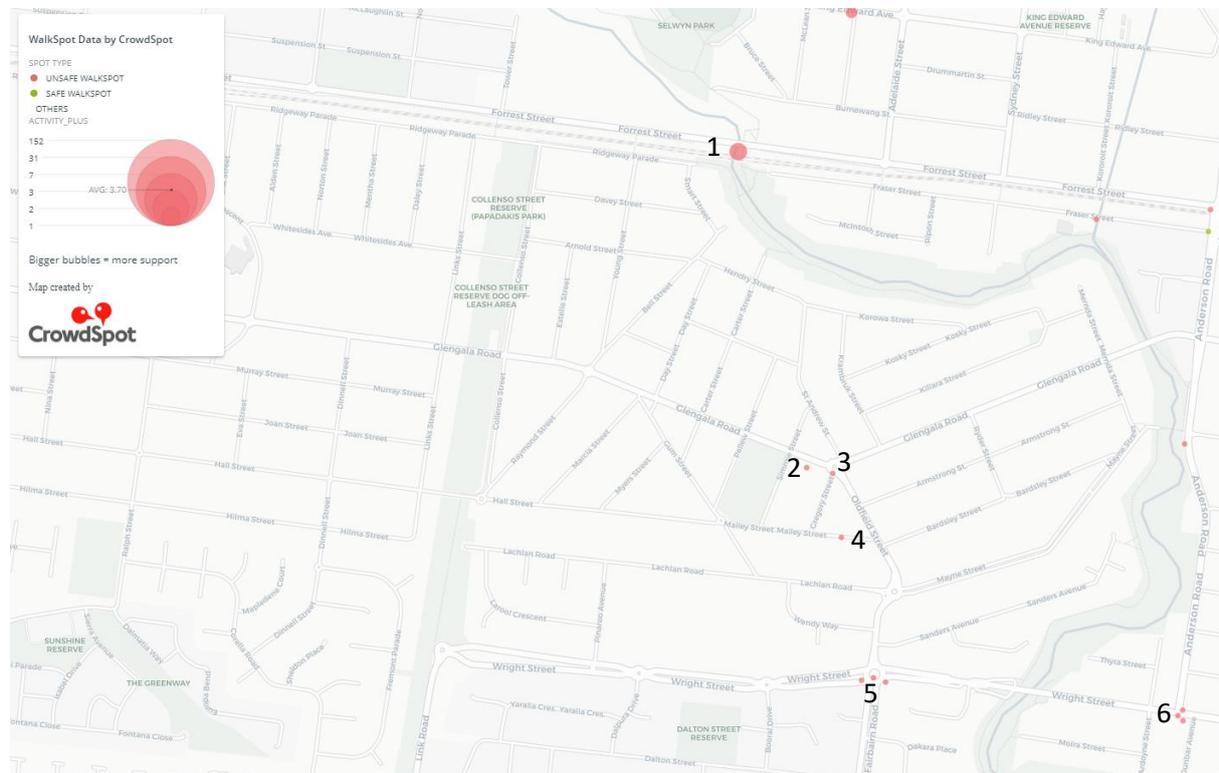
42	Lachlan St between Gum and Pinaroo Avenue	Construction at Sunshine Secondary - unable to audit effectively.	NA	NA
43	Oldfields Rd at Bardsley St	There are no pram ramps to support crossing at Oldfield St.	Install pram ramps across Oldfields Rd at Bardsley.	L
44	Mayne St at Mernda St	Pedestrians are forced to share a narrow space with riders accessing the Kororoit Creek Trail. The fencing and angle of the road mean that sight lines are obscured for pedestrians and riders at this location.	Better to cross the riders into the median on Mayne St and have them stage their crossing at the intersection rather than put them on the footpath. If possible, this should be considered in the road rehabilitation currently planned for Mernda St.	M
45	Mayne St at Anderson Rd	Link across to Sunshine Secondary is difficult to negotiate - barriers and poor surfaces.	Improve link to crossing including better signage.	M
46	Talintyre Rd Pedestrian Crossing at Shops	Good pedestrian crossing, though access through the car park is poor.	Encourage land owners to improve walkability through car park.	M
47	POS at Fairbairn Rd north of Talintyre Rd	Crossing is staggered and forces pedestrians to wait for each leg. Large groups of families observed using the crossing to access the schools south and west from here.	Investigate signal timing to ensure wait times are reduced and alter signals to permit crossing Fairbairn Rd in one go. Include Puffin in upgrade to accommodate slower pedestrians and large groups.	H
48	Wright St at Booral Drive	This intersection has been made inconvenient for pedestrians by the provision of off-street car parking for the houses adjacent to the round-about. Pedestrians are deflected in their desire lines and forced to walk past cars parked on the nature strips (obscuring sight lines) to facilitate off-street parking.	Install footpaths that meet pedestrian desire lines.	M

49	Wright St at Dalpura Drive	Off street parking is affecting the use of this intersection by pedestrians. The parking deflects desire lines for pedestrians and there is no crossing on the west leg across Wright St. This appears to be the case because of the driveway on the north west corner.	Install pram ramp and footpaths on the west leg and install footpaths that meet pedestrian desire lines.	M
50	Dalton St at Fairbairn Rd	Dalton St is surprisingly difficult to cross because of the queue of traffic exiting Dalton onto Fairbairn Rd and because of the left turn movement into Dalton St. There is a childcare centre in the street and it feels like a rat-run. Fairbairn Rd is difficult to cross and the distance between Wright St and Talintyre Rd is 410m.	Raised threshold treatment of Dalton St at Fairbairn and investigate installing pram ramps and footpaths here to cross Fairbairn St.	H
51	McElroy St at Fairbairn Rd	Wide crossing point outside kindergarten. Very difficult to manage because of the number of turn movements and complexity of manoeuvres	Tighten intersection and install sizeable median. Consider turn bans. Investigate installing pram ramps and footpaths here to cross Fairbairn St.	H
52	Fairbairn St at Wright St	Pedestrian desire line through mud because of amount of deflection at intersection.	Install footpaths that meet pedestrian desire lines.	M
53	Wright St at underpass west of bridge over Kororoit Creek	Interaction with riders from end of Creek Trail and deflected pedestrian movement because of slip lane	Install pram ramp at end of shared path to ensure riders can access the road and are not using the footpath in this location.	M

54	Wright St at Ardoyne St	Difficult to cross Ardoyne St - impossible to cross Wright St (though Anderson Rd is signalised). Walkspot notes that there are crossing issues at the Wright St Anderson Rd signals.	Tightening up the intersection and provide a median for those crossing Ardoyne St.	L
55	Bell St at Smart St	Car parked over footpath	Enforcement from parking team at Council.	L

Appendix 1: Walkspot Extract for Glengala

Walkspot



Location	Public Comments
1. Bridge (Forrest St) Over Kororoit Creek	They made a really nice pedestrian/bike path alongside the railway line in the Regional Rail development but felt that it wasn't worth extending it over the bridge. A real band-aid solution is to paint a narrow one-way bike lane on the road and expect everyone else to cross the road (to a dark unlit path next to trees and open land) or risk their life going against the traffic on the road. Really disappointing they didn't spend a little money and add a pedestrian/bike lane next to the bridge. Especially since we know that people in the west need more opportunities and encouragement to exercise.
2. Pedestrian Crossing on Glengala Rd between Simmie St and Gregory St	My daughter will hopefully one day be able to safely negotiate the pedestrian crossing here at Glengala Road shops, currently it's so unsafe, for anyone, I experience problems with cars not slowing down or even giving way most days as I shop or take my child to school. It could so easily be fixed with either lights, speed humps and 40k zone or all of the above. This crossing is so dangerous, people regularly speed through it at 60kph, an old lady has already been killed in the vicinity.
3. Glengala Rd at Gregory St	It's hard to see which way the cars are turning on this crossing as it is a 5 way roundabout. School kids are at risk of misjudging if a car is turning into Gregory st or not.
4. Mailey St between Gregory St and Oldfields Rd	This is a street outside a school and there is way too much dangerous traffic on it. It needs to be made one way only. There are often people driving aggressively, too fast, arguing etc It is

	clogged with cars when children are trying to get safely to and from school.
5. Wright St at Fairbairn Rd (3 comments)	<p>a. This is a very busy crossing for families and young children trying to get to school. They have to run across through traffic. It is very unsafe.</p> <p>b. There are 3 schools, a childcare Centre and a kinder all within 500m each way of this intersection and no safe crossing spot. Everyday I run the gauntlet with my kids and it is only a matter of time before someone is killed</p> <p>c. Roundabout can get quite busy. Offers no crossing facilities for pedestrians. Needed as bus routes go in all directions from there.</p>
6. Wright at Anderson Rd (3 comments)	<p>a. Trucks often mount the kerb and drive on the footpath, pedestrians have to stand well back (north east quadrant) when crossing Wright Street drivers often fail to give when pedestrians have a green man. There are only pedestrian signals on one side of Anderson Road so have to cross two roads instead of one.</p> <p>b. Traffic turning left from Anderson Road into Wright Street tend to ignore/miss the green man and therefore endanger pedestrians trying to cross. There needs to be a PEDESTRIANS CROSSING reminder sign facing the flow of traffic turning left from Anderson Road into Wright Street.</p> <p>c. I have almost been hit a few times crossing from north to south as drivers ignore or can't see pedestrians when they have a green arrow.</p>

Appendix 2: Glengala Walkability Assessment Log – Maintenance

The number on the Glengala Walkability Map for these maintenance issues is distinguished from the issues described in Section 5 with the use of M after the number.

Map Ref	Location	Issue
1M	23 Glengala Rd	Footpath in need of maintenance
2M	37 Glengala Rd	Footpath in need of maintenance
3M	Derrimut Trail at Mailey St	Signage in need of maintenance - graffiti
4M	4 Mailey St	Footpath in need of maintenance
5M	Kororoit Creek Trail at Fraser St entrance	Signage in need of maintenance - graffiti
6M	Kororoit Creek Trail at Fraser St entrance	Poor sight lines - trim overhanging trees
7M	Rail crossing between Fraser St and Forrest St	Significant trip hazard - level difference
8M	18 Hendry St	Leak over footpath - puddle
9M	Corner Hall St and Raymond St	Piece of fence protruding - sharp
10M	Adjacent 90 Glengala Rd (Simmie St)	Nature strip is poorly maintained
11M	Simmie St at Mailey St	Poor ramp maintenance
12M	Glengala Rd at Anderson Rd, NW corner	Dumped car obstructing footpath
13M	Fairbairn Rd at Wendy Way - SW corner	Footpath in need of maintenance
14M	181 Wright St	Broken tactiles at bus stop
15M	2A Fairbairn Rd	Car parked on footpath
16M	Fairbairn Rd at Wright St - SW corner	Footpath in need of maintenance
17M	113 Wright St	Overgrown trees.