City of STONNINGTON

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Transport Policy Background Report

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Introduction

Purpose

This background report has been prepared to provide supplementary and background information to the Draft Transport Policy. It reviews Stonnington's existing policy, strategy, and plans relating to transport and identifies key transport issues and impacts to the Stonnington community. This report draws on best practice literature and research in transport policy to inform discussion and provide a policy direction to ensure that Council decisions respond to the needs of the community and are made strategically and consistently.

Local Context

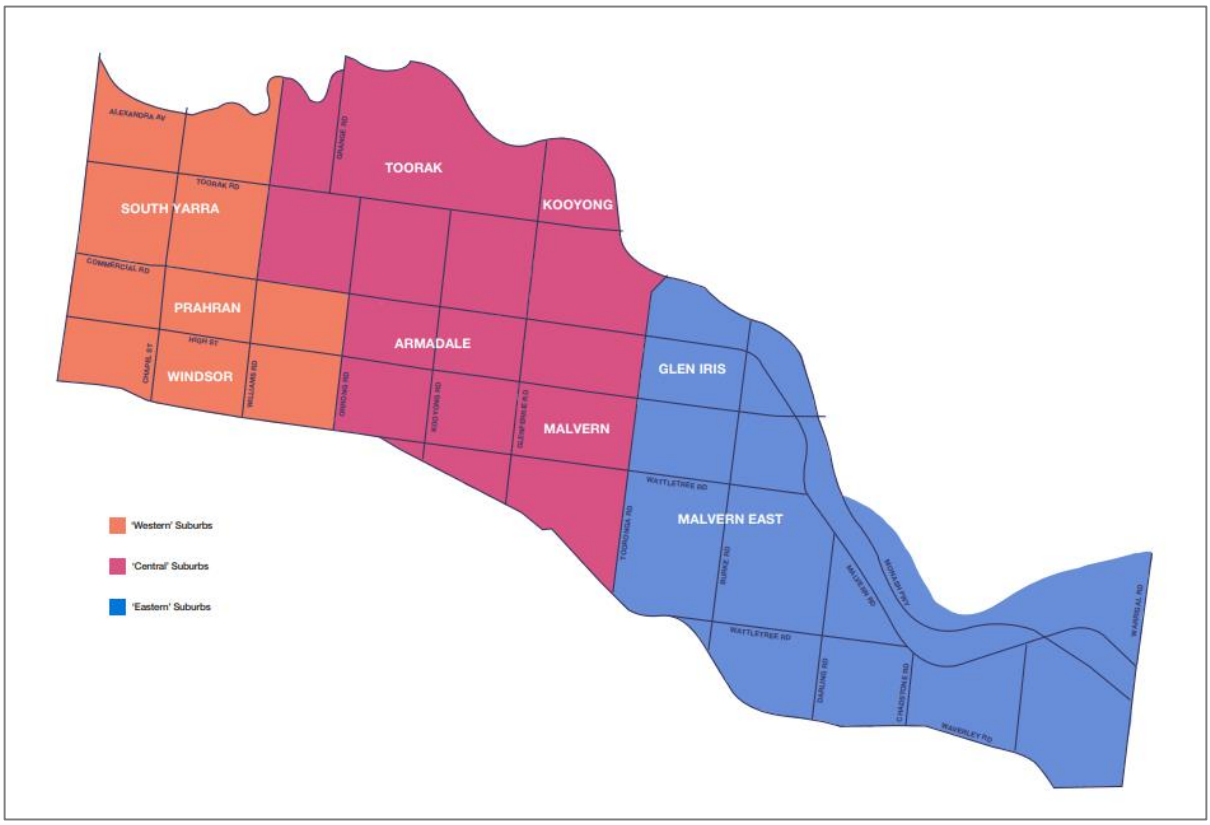
The City of Stonnington is in Melbourne's inner south-eastern suburbs, between three- and thirteen-kilometres south-east of Melbourne's central business district. The Stonnington boundary is the Yarra River and Gardiners Creek to the north, Punt Road to the west, Warrigal Road to the east and Dandenong Road, Princes Highway/Queens Way to the south.

The municipality has an estimated population of 114,340 for 2021 and is forecasted to grow to 143,257 by 2036.[1] This rapid growth is anticipated to provide new opportunities and bring more people to businesses and services. However, it will also lead to increase in the number of trips on the Stonnington transport network which has little room for expansion.

The Integrated Transport Plan has clustered Stonnington suburbs into *Western*, *Central* and *Eastern* based on the distinctive characteristics and transport needs across the municipality. Figure 1 presents the clustering and Table 1 outlines the character of each group based on population, dwellings, employment, and transport mode uses.

[1] City of Stonnington – Population Forecast, .id, https://forecast.id.com.au/stonnington

Figure 1. Stonnington's Western, Central and Eastern suburbs



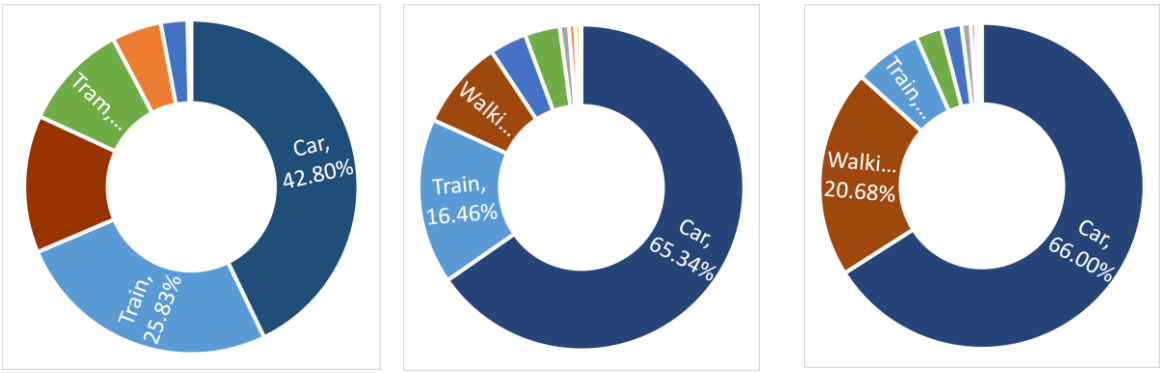
Source: Stonnington Integrated Transport Plan 2020-25

Table 1. Stonnington's Western, Central and Eastern suburbs

Western Suburbs	Central Suburbs	Eastern Suburbs
Home to over 40,000 residents, forecast to increase to over 58,000 by 2036; Young population, 36% aged 25-34 years old	Home to over 33,000 residents, forecast to increase to 42,000 by 2036; older demographic profile, 19% aged 35-49 years old, 27% over 60 years old	Home to over 31,000 residents, forecast to increase to 42,000 by 2036; Younger demographic profile, 20% aged 35-49 years old, 20% under 17 years old
High proportion of long households/young couples without children; high population density, up to 98 persons per hectare in South Yarra	High proportions of older couples without children; low population density, low of 20 persons per hectare in Kooyong	High proportion of families; lower population density, low of ~32 persons per hectare
Contains >22,000 jobs, forecast to increase by >11,000 additional jobs by 2036	Contains >16,000 jobs, forecast to increase by >7,000 additional jobs by 2036	Contains >12,000 jobs, forecast to increase by >5,000 additional jobs by 2036
Lower car ownership, 20% do not have access to a car	High car ownership, 90% have access to one or more vehicles	High car ownership, 90% have access to one or more vehicles
High active and sustainable transport use, 35% use public transport, 4% cycle and 12% walk to work	Lower active and sustainable transport use, 24% use public transport, 2% cycle and 4% walk to work	Lower active and sustainable transport use, 22% use public transport, 2% cycle and 3% walk to work

Based on the Victorian Integrated Survey of Travel & Activity (VISTA) 2012-18, 66% of total trips which originated from Stonnington are made via a private car.[2] This is also the most popular mode for trips to education and to work. More than 40% of trips under 2km are made by car. However, in some parts of Stonnington, many households do not own a car. In an area near Chapel Street, almost half of households (46%) do not own a car.

Figure 2. Transport mode share of trips originating from Stonnington by trip purpose



Journey to Education | Journey to Work | Total Trips

Source: VISTA 2012-18

Key Issues

What is Transport?

Transport is the movement of people and goods from place to place and the various means by which such movement is accomplished.[3]

Integrated Transport involves the combining of different modes of transport to maximise ease and efficiency for the user in terms of time, cost, comfort, safety, accessibility and convenience.

Sustainable Transport refers to the broad subject of transport that is sustainable in the senses of social, environmental and climate impacts.

Transport and our Environment

City of Stonnington's Climate Emergency Action Plan 2021-2024 commits to a zero-carbon future for its own operations and for the Stonnington community by 2030. In terms of transport, this means developing a walkable and cycle-smart city, supporting the community to reduce private car use, and accelerating the transition of Council's fleet to electric.

Transport fuels represent 21% of the Stonnington community's emissions. Reducing private car travel and identifying opportunities to make short trips in other ways will help reduce the environmental and health impacts of emissions. This means choosing to walk or cycle, catching public transport or using a car share vehicle. If a car is necessary, electric vehicles are the next best option.

[2] Sum of vehicle driver and vehicle passenger for trips less than 2km where origin LGA is Stonnington.
[3] Encyclopedia Britannica

Transport and our Health and Wellbeing

The World Health Organization (WHO) recognises that regularly engaging in physical activity provides significant health benefits. It helps prevent and manage noncommunicable diseases, maintain healthy body weight and can improve mental health, quality of life and well-being.[4]

In 2018, 9.8% of Stonnington residents were obese and 31% were pre-obese.[5] In a city where everyone is increasingly busier, a modal shift to more active transport modes for trips to work, school or shops is an easy way to increase physical activity and decrease risk factors associated with major health issues.

Stonnington's Health and Wellbeing Plan includes priorities related to active and healthy lifestyle and promoting and providing opportunities for active transport.

Transport and our Neighbourhoods

The City of Stonnington has adopted the principle of 20-minute neighbourhoods in Future Stonnington[6], which is aligned with the Victorian Government's Plan Melbourne 2017-2050. This concept is about giving people the ability to meet most of their daily needs within a 20-minute return walk from home, with access to safe cycling and local transport options.[7] This 20-minute journey represents an 800m walk from home to a destination and back again, or a 10-minute walk to destination and 10 minutes back home.

The concept applies to most daily needs and recognises that many people will still need to travel outside of this 20-minute neighbourhood due to the specialised and diverse nature of work for their jobs. Nonetheless, building neighbourhoods that connect people to their everyday needs can create a more cohesive and inclusive community with a vibrant local economy.

Hallmarks of a 20-minute neighbourhood are:

- be safe, accessible, and well connected for pedestrians and cyclists to optimise active transport
- offer high-quality public realm and open spaces
- provide services and destinations that support local living
- facilitate access to quality public transport that connects people to jobs and higher-order services
- deliver housing/population at densities that make local services and transport viable
- facilitate thriving local economies.

The City of Stonnington is well-placed to create 20-minute neighbourhoods as 90% of the municipality is within the Principal Public Transport Network (PPTN). As per state government, "the PPTN reflects the routes where high-quality public transport services are or will be provided. It supports integrated transport and land use planning by encouraging more diverse and dense development near high-quality public transport to help support public transport usage."[8]

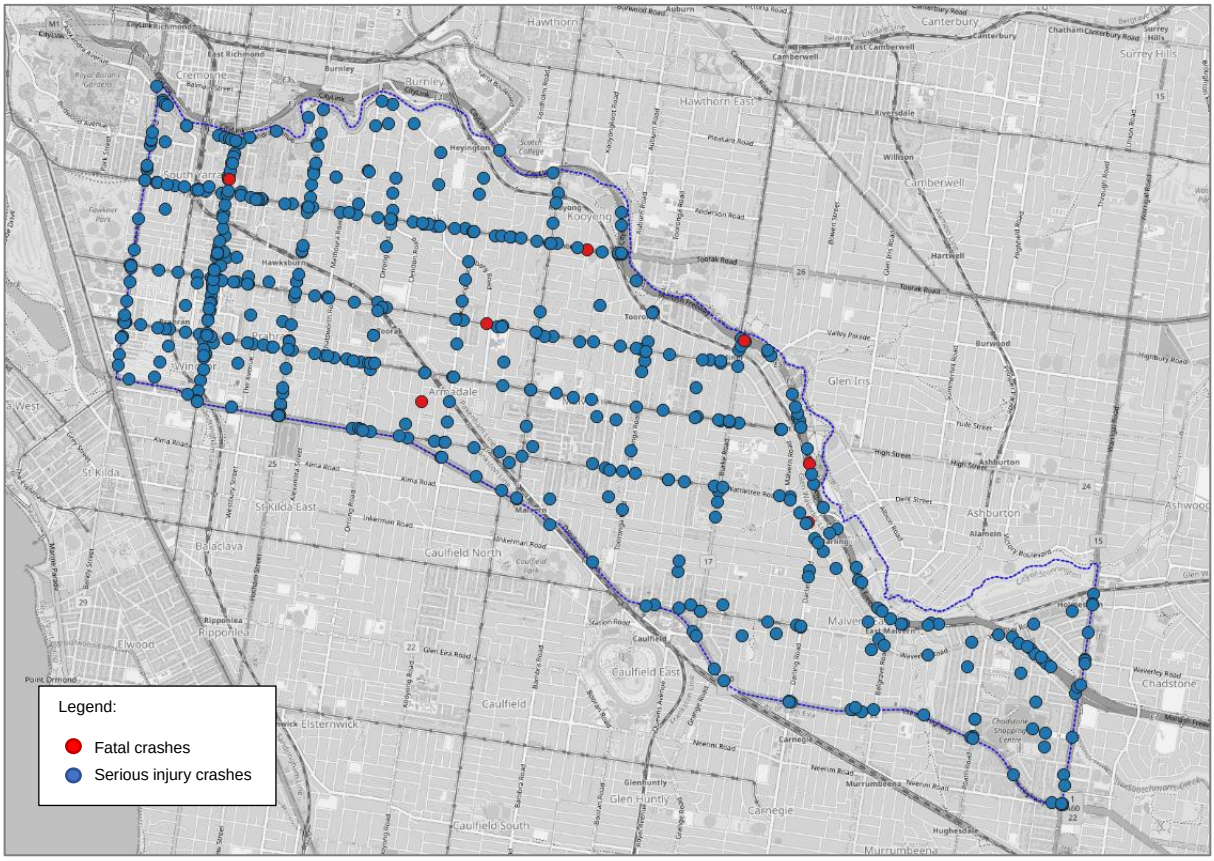
[4] World Health Organization, Physical Activity Fact Sheets
[5] Stonnington Health and Wellbeing Profile
[6] Community Vision 2040 and Council Plan 2021-25
[7] Department of Environment, Land, Water and Planning
[8] Department of Transport, Principal Public Transport Network

With five train lines across 15 stations, nine tram routes and 24 bus routes, majority of Stonnington residents are within 400 metres of at least one public transport route. However, during peak times, many services are already heavily loaded as they enter Stonnington. Trams and bus routes in Stonnington are also some of the slowest in Melbourne since they share space with traffic on roads. There is still a lot of work to be done to improve the levels of service of trains, trams, and buses to make public transport more attractive to the community.

Transport and our Community Safety

A total of 10 fatalities and 589 serious injuries occurred on Stonnington's roads over the latest five-year reporting period as provided by the Department of Transport (July 2015 to June 2020). Out of the 10 fatalities, 40% were vulnerable road users (pedestrians and cyclists), despite only accounting for about 27% of trips within the municipality.

Figure 3. Road Crashes in Stonnington, July 2015 - June 2020



Source: Department of Transport

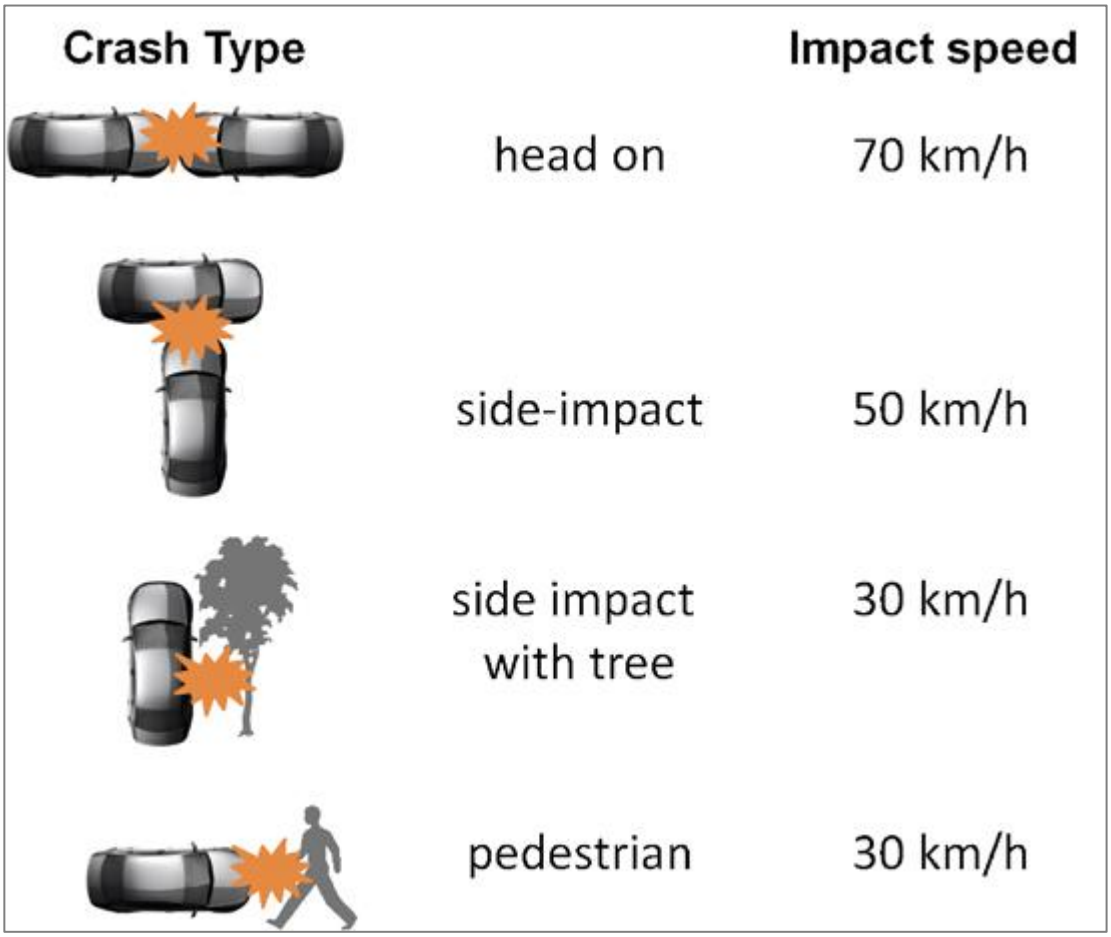
Speed zones of 60 km/h claimed most serious injuries (42%), while 40 and 50 km/h zones accounted for about 33%. Majority of crashes occurred at state managed roads and intersections. The highly trafficked arterial roads accounted for 70% of all serious injuries while 10% occurred in the City Link and 20% on local streets – meaning that 80% of crashes happen in state managed roads. Council's influence is in advocating to the Department of Transport for improvements to the road network.

More than half of serious injuries at intersections occurred at intersections on the arterial road network. Many occurred at intersections which already have traffic signals and the majority

involved vehicles moving between arterials and local streets. Serious injuries also predominate along Stonnington tram routes, with Chapel Street and Toorak Road standing out as having higher spatial concentration.

To achieve the "Towards Zero" Road Safety Strategy objective of zero deaths and zero injuries, the City of Stonnington commits to the globally recognised Safe System approach. Council will focus on protecting vulnerable road users, improving safety on higher speed streets and intersections, removing unsafe vehicles from our roads, and supporting safer driver behaviour. It will continue its partnership with key agencies such as the Department of Transport to comprehensively address safety risks for all road users, especially since majority of road crashes are in state managed roads. Council will also work closely with Yarra Trams to improve safety along Stonnington tram routes, and Victoria Police to target key safety risks including speeding and drug-drink-drive enforcement.

Figure 4. Impact speeds for different crash types after which the risk of death escalates



Transport and our Economy

In terms of maintaining economic prosperity, integrated and sustainable transport solutions aim to moderate costs associated with vehicular traffic, such as road congestion, health, and environment costs. In Victoria, road congestion costs (including time, operating costs, and pollution) are $4.6 billion per year, expected to grow to $10 billion by 2030.[9] Poorly functioning

[9] Victoria's Infrastructure Strategy 2021-51

public transport and congested roads undermine Stonnington's amenity and liveability, making some areas less attractive to live or invest in. Council should focus on implementing strategies and advocating for measures to improve transport infrastructure and services and prioritise space-efficient transport modes to alleviate congestion.

The Stonnington Shopper Survey in December 2020 looked at key shopping precincts in the municipality in terms of why people choose to visit these precincts, where they come from, how they get there, and how much they spend. The survey found that walking was by far the most significant travel mode for visitors, followed by public transport. Most visitors were residents with 45% living in Prahran, South Yarra or Windsor. Most visitors spent less than $20 per visit, but people who cycle or walk have the highest average weekly spend. Cyclists spent the most at $312 in a week, almost four times that of visitors arriving by train or by car as a passenger. Visitors who walk have the next highest average weekly spend at $219.51. These findings highlight the importance of making active and public transport leading to activity centres more comfortable, accessible, and convenient to support the local economy.

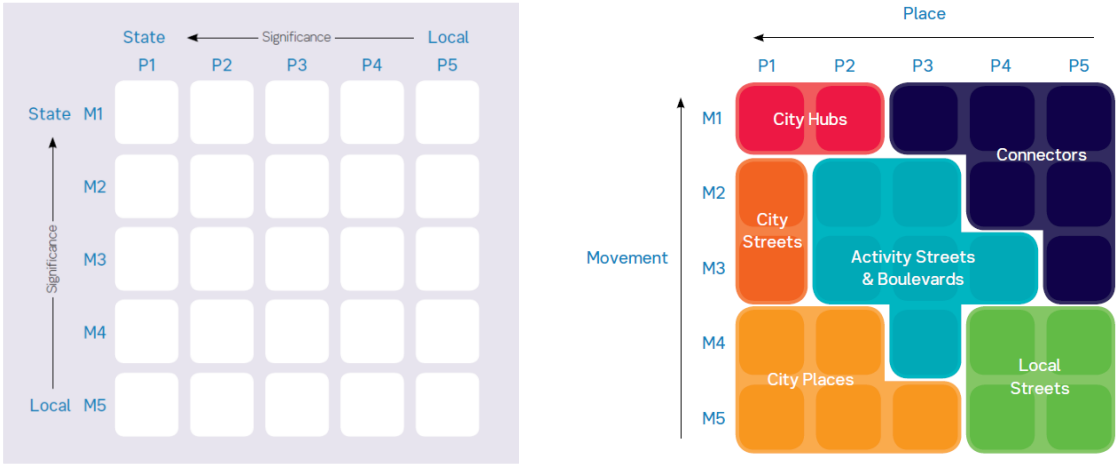
What are the Key Transport Challenges in Stonnington

Competing demands for street space and network efficiency

The Movement and Place Framework adopted by the Victorian Government acknowledges that roads and streets are not only movement corridors but are also places for people to live, work and enjoy. By considering the relationship of the transport network and surrounding land uses, each link in the transport network is being assigned a *movement* and *place* classification to define the strategic vision for that link.

Figure 5 shows a matrix used to define a transport link's classification based on its *movement* and *place* significance on a state, regional, municipal, neighbourhood or local scale. *Movement* considers the mix of transport modes and defines priority for moving people and goods safely, while *Place* is defined by the land use vision and user experience that transport needs to support.

Figure 5. Movement and Place network classification matrix



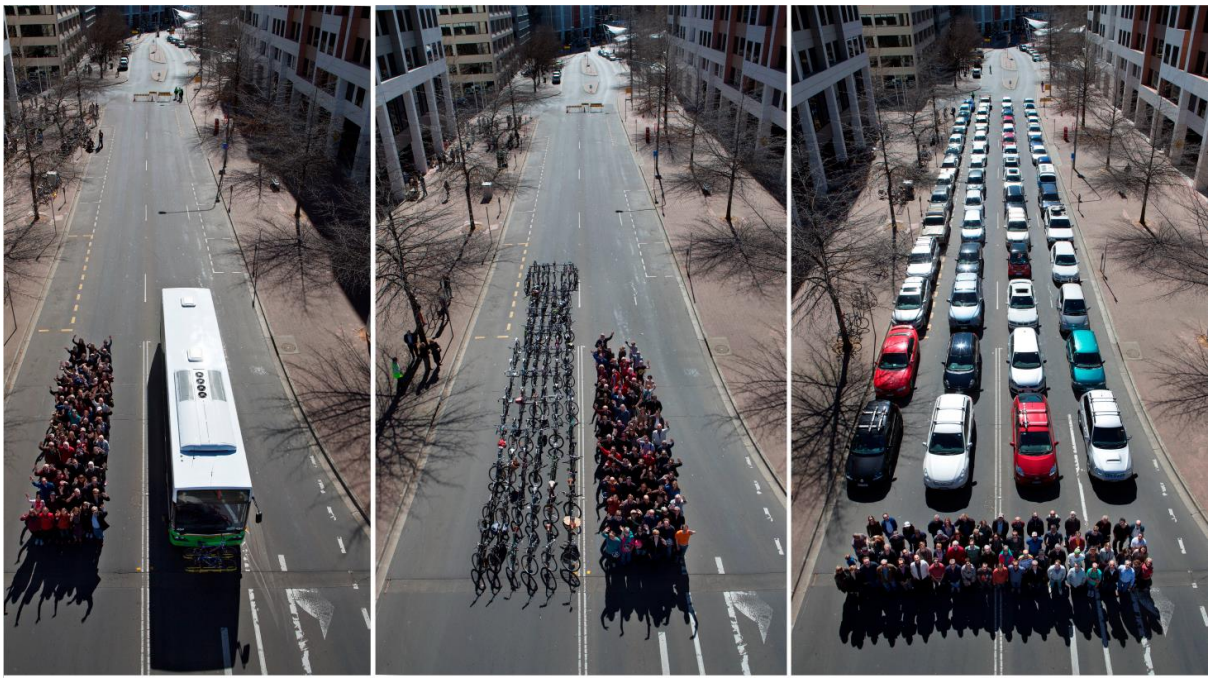
Source: Department of Transport

Similarly, roads in Stonnington serve a multitude of functions which include catering for distribution, local access, public transport, cycling, walking, on-street parking, as well as

forming places in their own rights. The growing population and workforce will increase the number of people and trips accommodated by the network, which will further put more pressure on limited public space, streets, and the transport system.

There is a strong need for high amenity spaces and more efficient use of road space. This will involve prioritising more space-efficient forms of transport, such as walking, cycling, rideshare and public transport, and reallocating road space to support the increasing daily population. Figure 6 shows the space required to transport the same number of people by bus, bicycles, and cars.

Figure 6. Space required to transport the same number of people by bus, bikes and cars



Source: Australian Cycling Promotion Fund

It is acknowledged that trips by private vehicles are less efficient compared to other modes, and the use of street space for on-street parking benefits only a small fraction of the people living, working, and visiting high density areas. On-street parking has high maintenance costs and now this cost is being paid by everyone instead of its users.

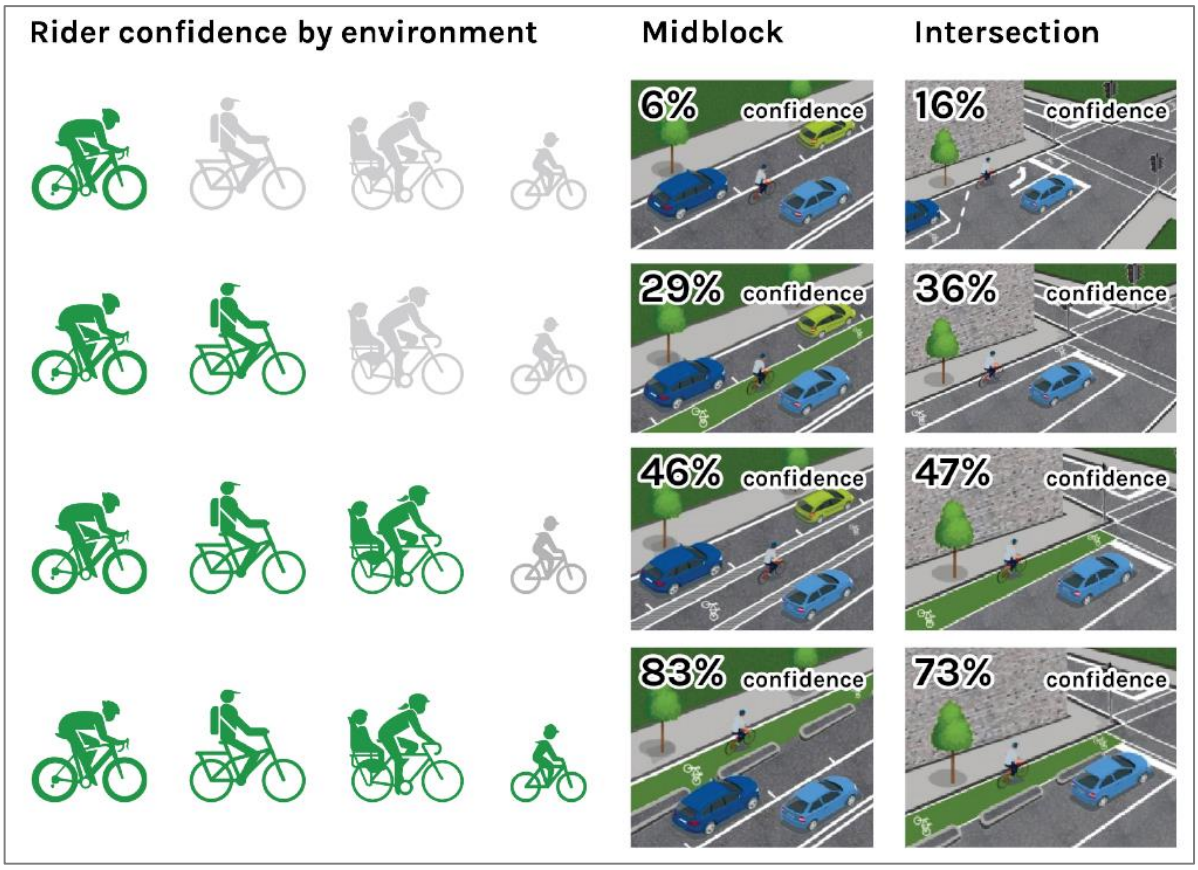
Safety of vulnerable road users

Personal security and safety, perceived and real, is a key issue and determinant of walking levels. The Walking Action Plan engagement highlighted that 43% of respondents wanted more or better designed lighting in public spaces (particularly in open spaces, and streets around Chapel Street). If lighting were improved, 44% would walk more often and one in five respondents indicated a need to address anti-social behaviour to encourage people to walk more.

Safety concerns are also a key barrier for the uptake of cycling. Results of surveys undertaken for the development of the Cycling Strategy showed that only 9% of 600 respondents felt safe in cycling in Stonnington. Chapel Street is a recurring theme from the respondents, who find it dangerous to cycle on and therefore opt to avoid it. Improved on-road cycle lanes and off-road shared paths are the top two things that would encourage people to cycle more.

Figure 7 provides an illustration of how confident people feel riding on different forms of bike infrastructure based on research for Melbourne.[10] It shows the higher the level of separation, the more confident respondents say they would feel. Only 6% (mostly experienced male cyclists) feel confident riding on streets with no bike infrastructure or a painted lane. This is the case for the major north-south and east-west connections in Stonnington such as Williams Road, Orrong Road, Malvern Road and High Street. When painted bike lanes are introduced (such as in Chapel Street), rider confidence increases to 36%. Females are still significantly underrepresented in bike riding participation and are known to be more sensitive to the riding environment and less inclined to ride with very little separation from general traffic.[11] When buffers are introduced to the cycling lane (see Cardigan St, Carlton), rider confidence increases to 47% and more females are represented. Highest form of separation is through the provision of physically protected bike lanes which increase rider confidence to 83% and even enables children to feel confident enough to ride alone. One example of this infrastructure is in La Trobe Street in Melbourne CBD where cyclists are separated from pedestrians, parked vehicles, moving traffic and tram tracks.

Figure 7. Riding confidence in different infrastructure



Source: Institute of Sensible Transport

Improving the accessibility and attractiveness of public transport

The majority of Stonnington residents are within 400 metres of at least one public transport route. However, the quality of infrastructure and services do not fully meet community

[10] CDM Research and ASDF Research 2017
[11] IMAP Bicycle Network Model 2020

demands and require significant improvement to provide a viable alternative for car trips in many places.

Frequency, speed, reliability and capacity are key aspects that need to be looked at. Frequent services allow commuters to simply turn up and go at their convenience. During peak hours, trains run at roughly 10-minute intervals while trams operate at 6- to 10-minute headways. However, many of the bus routes only operate a 30-minute service all day (including peak hours), which is generally not suitable nor convenient for commuters. Except for Dandenong Road, all tram and bus routes in Stonnington share space with general traffic and cyclists on roads, making them some of the slowest in Melbourne due to congestion and delays.

There is a need to increase peak capacity to address severe overcrowding that deters people from using public transport. During peak times, many services are already heavily loaded as they enter Stonnington because of the extensive residential areas they serve to the east and south-east. South Yarra Station is one of the busiest stations outside the City Loop, while Prahran, Windsor and Malvern are also popular stations, with over 3,000 entries per weekday.

More could be done to improve integration of public transport network and services. Several bus routes run close to train stations but not all have well-integrated interchange facilities. There is also little to no coordination of bus and train timetables. Taxi ranks are few and farther between train stations, and more secure bike parking need to be provided at all stations. Any proposed micromobility scheme would need to be integrated with the public transport network.

Under the Disability Discrimination Act (DDA) 1992, all public transport must be accessible by 2022. Currently, most train stations in Stonnington have accessible platforms, although ramps from ground level are often too steep to meet DDA standards and very few of our tram stops are fully DD compliant. Consultation for the Access and Inclusion Plan 2019-22 reported that people with disability find it difficult to access public transport in the eastern part of the municipality. Rail and tram access in the western part of the city is also a key area of concern, along with not having safe access to public transport.

The City of Stonnington will continue to work with the state government, public transport operators and the community to advocate for the necessary improvements to Stonnington's public transport network.

Network capacity and congestion

Infrastructure Victoria has identified the City of Stonnington as one of the top two municipalities in Melbourne for road unreliability with several roads at peak capacity during commuting periods. Private cars continue to be the dominant mode for people to access the municipality, where nearly 70% of daily movements are by private car. Stonnington is also used as a thoroughfare for those living in southern and eastern suburbs to access inner Melbourne. This places significant stress to the road network without directly contributing to the productivity of the municipality.

Infrastructure Victoria recommends for the state government to implement comprehensive pricing reforms for roads, public transport, and parking, noting that this is the most effective way to reduce congestion and make the most from the transport system.

One aspect of this is road user pricing which requires people to pay for road use based on how much they drive and when. It can influence people to change when and how often to drive, while also encouraging them to choose alternatives to private car trips and reduce

congestion. Road space will then be freed up to make it easier for people who need to drive to do so.[12]

The other aspect is paid parking as an effective parking management tool.

Under Infrastructure Victoria's improved transport network pricing, it is anticipated that up to 168,000 car trips will be taken off Victorian roads everyday by shifting to public transport, thus reducing pressure on the road network. It will also result to up to 25% speed increase within the inner Melbourne cordon and around 8% reduction of travel time spent in congestion during peak periods.[13]

What is the Local Government's Role in Integrated and Sustainable Transport

The City of Stonnington is responsible for investment in and management of public spaces within the municipality, including local roads, parking, footpaths, shared paths, school crossings, community transport and bus facilities.

Council also controls urban streetscape design, street lighting, community health programs, community facilities and amenities and administers development planning and land use, as well as community initiatives and programs aimed at influencing behavioural change.

As a major employer within the municipality, the City of Stonnington has the responsibility to lead by example and have the capacity to influence and support local businesses and organisations.

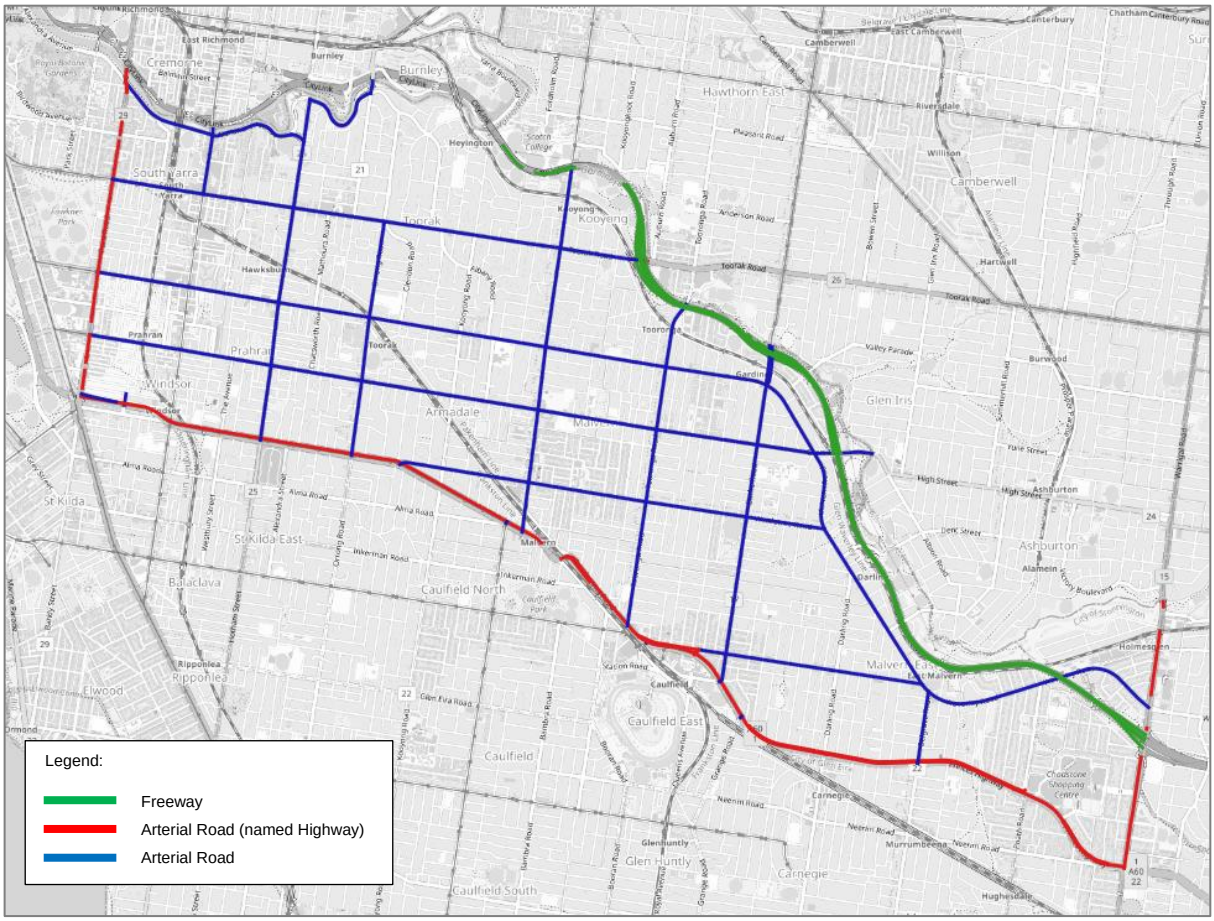
On the other hand, the Victorian Government is responsible for most aspects of planning controls, building controls, managing, and operating transport in Melbourne, including the public transport network, arterial roads, and traffic signals. The City of Stonnington works with the Victorian Government and traffic signals. The City of Stonnington works with the Victorian Government and advocates for the community for project approvals, public transport and active transport improvements on State Government roads. Figure 8 and Figure 9 show the maps of arterial roads and public transport network in Stonnington, with all arterial roads serviced by trams and/or buses. The Victorian Government also provides authorisation to install or alter major traffic control devices such as pedestrian crossings, speed limit signs, turn ban signs, etc. even on Council-owned and managed roads.[14] advocates for the community for project approvals, public transport, and active transport improvements on State Government roads. Figure 8 and Figure 9 show the maps of arterial roads and public transport network in Stonnington, with all arterial roads serviced by trams and/or buses. The Victorian Government also provides authorisation to install or alter major traffic control devices such as pedestrian crossings, speed limit signs, turn ban signs, etc. even on Council-owned and managed roads.[15]

Council is undertaking a trial of shared micromobility (Lime Bikes) to understand how this new transport technology can integrate into Stonnington's and state's broader transport network.

[12] City of Melbourne Transport Strategy 2030
[13] Infrastructure Victoria, Good Move Fixing Transport Congestion March 2020

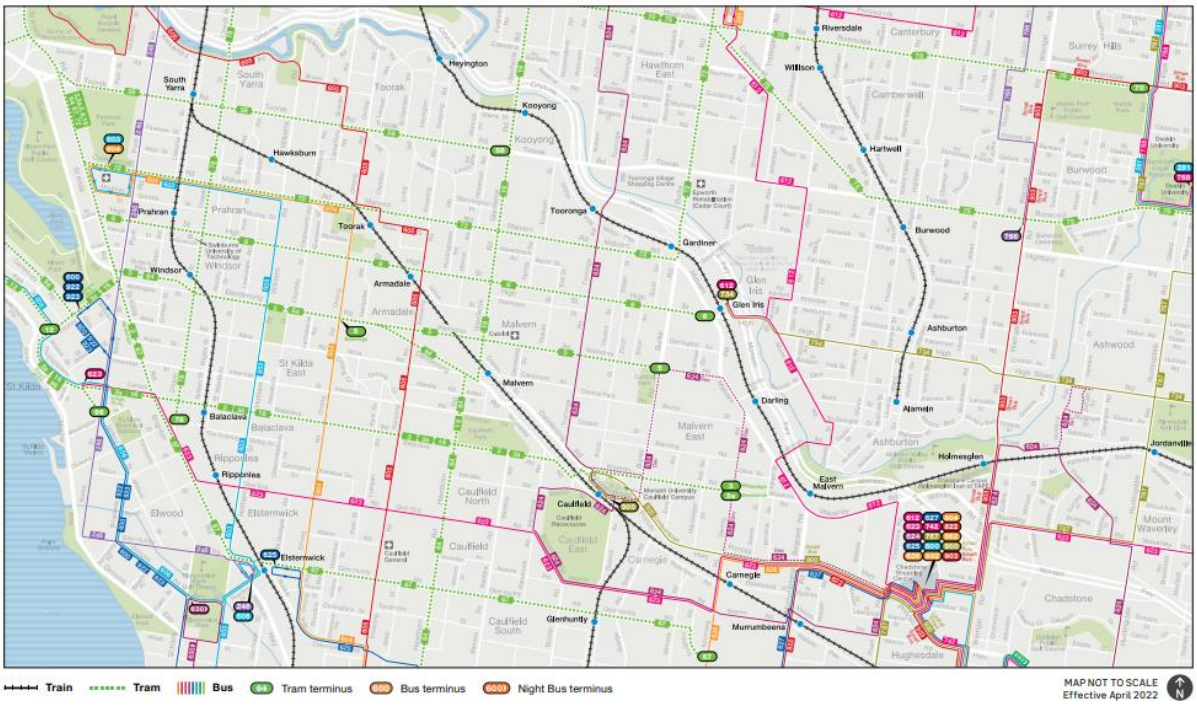
[15] TEM Volume 3 Part 2.2. Authorisation of traffic control devices, Edition 2, February 2022

Figure 8. VicRoads Declared Roads in Stonnington



Source: Department of Transport

Figure 9. Stonnington Public Transport Network

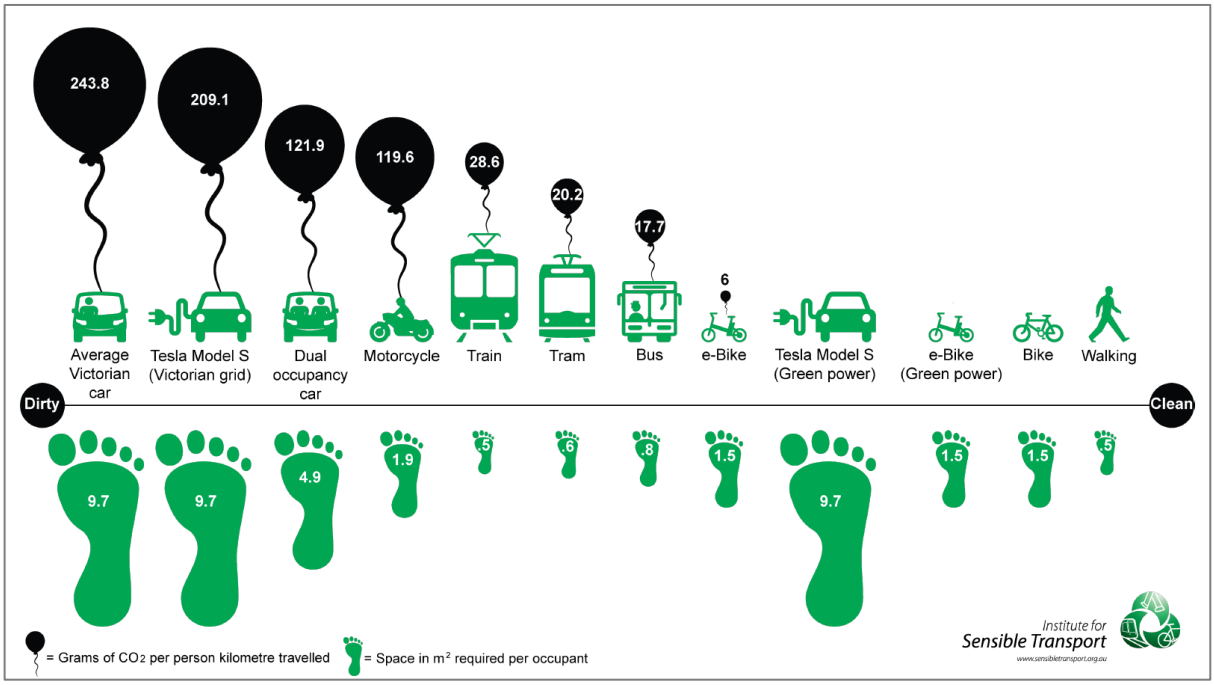


Source: Department of Transport

What Integrated and Sustainable Transport Means to Stonnington

The City of Stonnington will prioritise and promote sustainable transport modes (as per Climate Emergency Action Plan 2021-24, Community Vision 2040 and Council Plan 2021-25) by making them more viable and attractive alternatives to single-occupancy travel by private car. Figure 10 illustrates the stark contrast between *dirty* and *clean* transport modes and the space each mode utilises. The size of the balloons represents the amount of carbon emissions while the footprints represent the space required for each transport mode.

Figure 10. Operating carbon emissions and footprint for each transport mode



The City of Stonnington will prioritise Sustainable Transport modes by:

- Using appropriate urban design standards to influence built form outcomes that support sustainable transport by creating safer and quieter streets;
- Improving the local walking, cycling network, and supporting cycling infrastructure by ensuring public space is used efficiently and sustainably;
- Facilitating the operation of micromobility share schemes;
- Facilitate the deployment a council wide network of electric vehicles chargers
- Advocating to the State Government for improvements to the public transport network;
- Continuing the expansion of the car-share network in response to community demand;
- Prioritising transport with low or zero emissions over more polluting transport modes in procurement, council use, and allocation of public space;
- Implement alternative parking management approaches such as improvement to other transport modes, timed restrictions and as a last option paid parking before looking at expanding parking;
- Ensuring public space (including road space and parking) is managed to reflect its highest use with regards to the local context/setting and alternative uses;
- Developing and implementing behaviour change programs to encourage greater use of sustainable transport and address physical barriers.

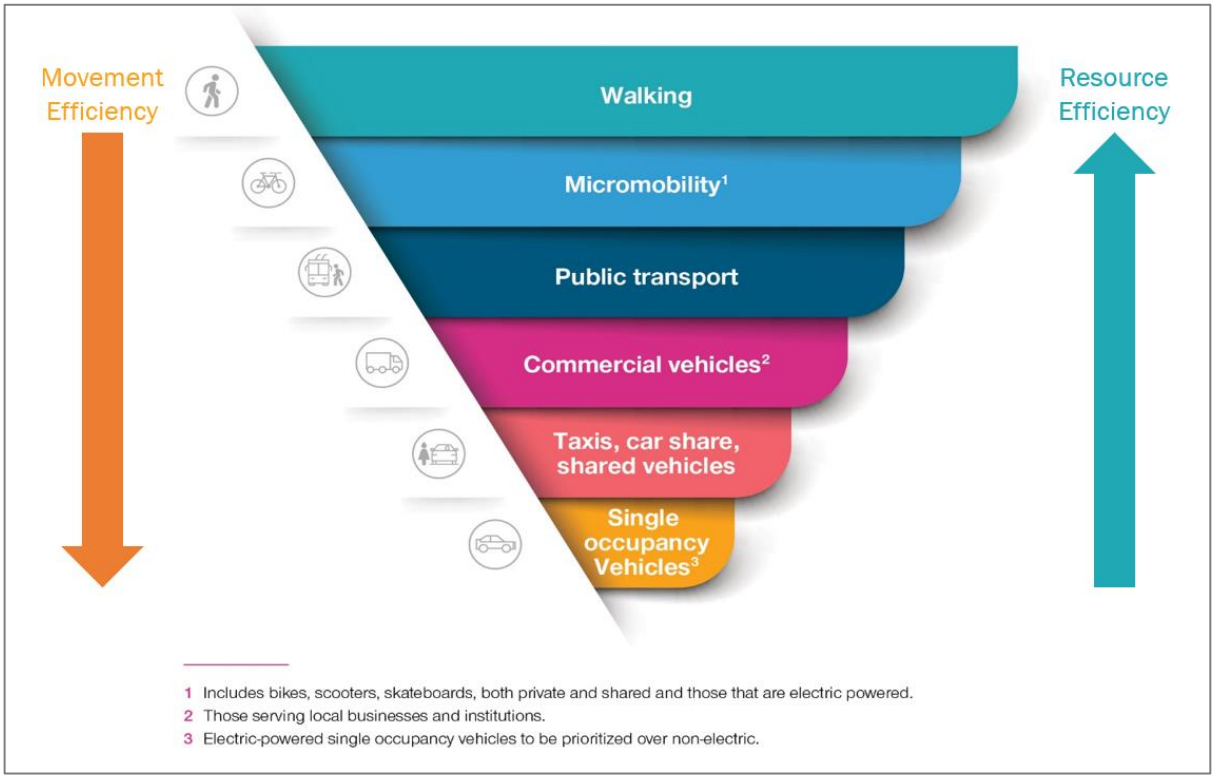
- Partnering with neighbouring Councils to improve intra municipality connectivity

To do the above effectively, City of Stonnington must have a clearly defined Transport Policy direction to ensure that Council decisions are made strategically and consistently.

Transport Hierarchy

In recognising that travel relates to the movement of people (and goods where appropriate), the prioritisation of transport modes set out in Figure 11 has been adopted. This hierarchy aligns with current strategies and plans providing higher priority to transport modes that are more space efficient and more sustainable. This will be applied to the transport network in conjunction with the movement and place functions of each transport link.

Figure 11. Transport mode hierarchy



Source: Page 34 of Integrated Transport Plan 2020-25 (re-designed)

<u>Walking</u>

Walking is a popular recreation activity and active transport option in Stonnington. It is vital in improving health and wellbeing, as well as in creating opportunities for social connection. Walking requires little space per traveller, does not generate greenhouse emissions nor require use of fossil fuels as an energy source. Hence, walking is the most sustainable and most space-efficient mode of transport.

The Draft Walking Action Plan includes actions related to open streets, increasing walking mode share, increased pedestrian priority, safer vehicle speeds, and improved pedestrian facilities.

Micromobility

Micromobility is a mode of transportation using lightweight personal mobility vehicles such as bikes, scooters, and skateboards. These could be traditional or electric-powered (except for e-scooters as they are illegal in Victoria), and privately owned or borrowed as part of a self-service scheme in which people hire vehicles for short-term use. Use of micromobility vehicles is a physical activity that contributes to improving health and wellbeing. It also requires less space for moving and parking (compared to other transport modes).

Subject to the safe and legal operation of the various vehicles used, Council should continue to support this mode by providing better and safer infrastructure, implementing active travel behaviour change programs, facilitating operation of micromobility share schemes, and advocating to the state government.

Public transport

Public transport in Stonnington includes trains, trams and buses which are the most space efficient modes for moving people (and goods). Council should continue to advocate to the State Government for improvements to the public transport network in terms of infrastructure and frequency and reliability of services.

Commercial vehicles

Commercial vehicles play a key role in everyday living. Although these are generally less sustainable or efficient in terms of carbon emission or use of public space compared to walking, micromobility and public transport, commercial vehicles are given higher priority over shared vehicles due to the service that is provided to the community.

Taxis, car share, shared vehicles

This category may include motorised vehicles for private use which have high fuel consumption and carbon emissions. However, these are preferred over single occupancy vehicles due to its more efficient use of road space per passenger-kilometre.

Car share use can lead to reduced local parking demand. The average private car is parked 95% of the time,[16] and one car share vehicle can replace up to 10 privately owned vehicles, freeing up to 9 vehicles worth of space for the local community. It also enables more affordable housing, as apartments which include car share can reduce the need for private car parking which can cost $30,000 to $70,000 per space.[17]

Single occupancy vehicles

Single occupancy vehicles are privately operated vehicles whose only occupant is generally the driver, such as cars and motorcycles. Although cars can carry more than one occupant, the average car trip consists of less than two persons.[18] Vehicles in this category are generally the worst air and noise polluters, and constitute the least efficient use of road-space per passenger-kilometre. If a single-occupancy vehicle is necessary for a trip, electric vehicles are the next best option. Electric-powered single occupancy vehicles will be prioritised over non-

[16] City of Melbourne Car Parking Discussion Paper, May 2018

[17] Boyle, P. (2016). The impact of car share services in Australia. International Car Sharing Association

[18] Australian Transport Assessment and Planning

electric, although all types of legally permitted single occupancy private vehicles will be accommodated/

Strategic and Compliance Alignment

The Transport Policy is the overarching transport document which responds to the priorities and objectives set out in the Community Vision and Council Plan. It also guides the strategies and action plans for walking, cycling, car share, parking, road safety, and integrated and public transport.

The following Victorian Government and City of Stonnington policies, plans and strategies have assisted in informing the City of Stonnington Transport Policy.

Table 2. Informing Policies, Plans and Strategies

Victorian Government	
Plan Melbourne	Plan Melbourne emphasises development focused around the 20-minute neighbourhood concept to highlight the importance of people living close to services, jobs and public transport in activity centres. Most people are willing to walk up to 800m, or a 10-minute walk, from home to a destination to meet daily needs.
Movement and Place	Recognises that streets not only keep people and goods moving, but they are also places for people to live, work and enjoy. When planning and developing the transport network, it is important to balance the needs of both transport and place, and also in some cases to prioritise some modes over the others to ensure efficiency and recognising existing context and constraints. Examines the aspirational function and performance of transport links against four themes: movement, place, safety and the environment.
Road Safety Strategy 2021-30	Commits to the target of eliminating deaths and serious injuries from Victorian roads by 2050, with the first step of halving road deaths by 2030. Focuses on supporting and enforcing safer driver behaviour, removing unsafe vehicles from our roads, vulnerable and unprotected road users, improving safety on high-speed roads and intersections, increasing safety for those using the road for work, and recognising the importance of post-crash share.
City of Stonnington	
Stonnington Community Vision 2040 and Council Plan 2021-25 (Future Stonnington)	Future Stonnington highlights the importance of ensuring anyone can walk, cycle or use public transport to access recreational, educational, commercial and health services/amenities in no more than 20 minutes. This Plan includes a priority to partner and advocate to ensure the optimal balance of road uses between private transport, active transport, and other uses. Future Stonnington also promotes low-emission forms of transport to support climate action.
Integrated Transport Plan	The plan sets key directions to guide the future planning and development of the transport system, and support sustainable

(now Transport Strategy) 2020-25	growth in the municipality. The plan identifies key transport challenges across different areas in the municipality and provides strategies and actions relating to managing growth, creating mor and safer spaces for pedestrians and cyclists, improving the accessibility of public transport and addressing network capacity and congestion.
Road Safety Strategy 2018-22 (new strategy under development)	Promotes safe road-based travel aligning with the globally recognised Safe System approach to achieve zero road deaths and serious injuries. The plan highlights the need to focus on protecting vulnerable road users, improving safety on higher speed streets and intersections, removing unsafe vehicles from our roads, and supporting safer driver behaviour.
Cycling Strategy 2020-25 (now Cycling Action Plan)	Strategy to increase the number of people cycling in Stonnington, with a focus on improving safety. Specific targets include safer cycling along the Chapel Street corridor, provision of paths which everyone can feel comfortable using, and delivery of strategic cycling corridors through state investment.
Walking Action Plan (draft)	A long-term plan that introduces strategic priorities and actions to create a Stonnington walking network to benefit all – including the young, the elderly, parents with young children, and people with disability. The plan aims to elevate walking as a transport option of choice to every resident and visitor to Stonnington through upgrades to walking infrastructure, improved safety and behaviour change approach.
Public Transport Advocacy Document 2018 (new advocacy document under development)	Recognises that comprehensive improvements are needed to train, tram and bus services by covering vehicles and rollingstock, routes and operations, level and span of services, station and stop facilities, public transport information, and assistance for people with disabilities.
Car Share Policy 2022-26	Outlines the role of car share as part of an integrated and sustainable transport system and defines the benefits of car share to the local community, Council, and car share members. The policy outlines Council ambition to expand car share within the municipality in line with demand to support Council's strategic transport objectives of managing growth in private vehicle trips, increasing the efficiency of road space usage, and promoting sustainable transport.
Narrow Streets Policy	The policy applies to any street that is 9 meters or less in width, and/or has a navigable footpath narrower than 1.2 meters that provides pedestrian access to premises. Council's approach for managing narrow streets aim to prioritise mobility, equity and accessibility of pedestrian movement, compliance with all relevant legislation, whilst managing any potential conflict in addressing long standing legacy issues on narrow streets, such as parking availability.

Climate Emergency Action Plan 2021-24	Calls for a transition to zero emission transport by providing support for Council staff and the community to reduce car use, developing a walkable and cycle-smart city, facilitating the uptake of electric vehicles.
Health and Wellbeing Plan 2021-25	Includes priorities related to active and healthy lifestyle and promoting and providing opportunities for active transport where places and things are within the local area, ensuring community safety where people can feel safe and enjoy, and supporting vulnerable communities.
Neighbourhood Activity Centres Strategy (under development)	Council is preparing a Neighbourhood Activity Centre Framework to plan for 17 neighbourhood activity centres across the city focusing on preparing place priorities, guidelines for height, setback and built form, and safe active transport connections that link the activity centre network.
Access and Inclusion Plan 2019-22	Highlights the issue of accessibility in public space and commits to upgrading public infrastructure such as community facilities, parks, playgrounds, footpaths, and paths of travel to ensure they are accessible for all.

Table 3. Informing Legislations

Road Management Act 2004	Establishes a coordinated management system for public roads that will promote safe and efficient state and local public road networks and the responsible use of our roads.
Transport Integration Act 2010	Focuses on integration and sustainability of Victoria's transport system, considering different modes as parts of a single system, and land use planning. The Act specifies that all levels of government are responsible for integrated planning and decisions must be based on the Act's objectives and principles including social and economic inclusion, economic prosperity, environmental sustainability, integration of transport and land use efficiency, coordination, reliability, and safety, health, and wellbeing.
Road Safety Act 1986	Aims to provide for a safe, efficient, and equitable road use and to ensure the equitable distribution within the community of the costs of road use. Talks about safe driving programs, infringement, vehicle registration and licensing of drivers, among other things.
Local Government Act 2020	Provides a framework for the establishment and operation of councils and defines the role of a Council to provide good governance in its municipal district for the benefit and well-being of the municipal community. Drives improved service delivery, innovation, collaboration, and sustainable futures for all Victorians.
Disability Discrimination Act 1992	Provides protection for everyone in Australia against discrimination based on disability. Disability discrimination occurs when people living with a disability are treated less fairly than people without a disability, or when people are treated less fairly because they are

	relatives, friends, carers, co-workers, or associates of a person living with a disability.