

# Transport Policy

VERSION 2.0



CITY OF STONNINGTON TRANSPORT POLICY

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**Policy Owner**

Environment & Infrastructure

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**TRIM folder**

TBC

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**Approval date**

TBC

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**Approved by**

Council

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**Review date**

June 2026

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**Version history**

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## Introduction

This Transport Policy is a key, overarching document of Council's Transport Strategic Framework. It sets the principles that council will follow in its strategic transport decision making. It will inform all other strategic documents and help Council officers in decision making.

## Purpose

This Policy supports Council to prioritise the increased integration of different transport modes and the usage of sustainable and space efficient transport modes to decrease use of single-occupancy vehicles in the Stonnington by residents, visitors, and Council Officers.

## Scope

This Policy applies to the whole of Council and private operators.

## Objectives

The objective of the Transport Policy is to:

- Formalise Council's commitment in its efforts to create an efficient, sustainable, reliable, convenient and integrated transport network in Stonnington that is competitive with car use;
- Formalise Council's commitment to prioritising sustainable and space efficient transport modes;
- Formalise Council's commitment to road safety;
- Support Council's climate emergency response through emissions reductions;
- Support community health and wellbeing through increased uptake of active transport modes; and
- Support the Community Vision for 20 minutes neighbourhoods accessible by sustainable transport via improvements to the transport network

## Principles

This policy is guided by the following principles:

1. Transport Hierarchy
2. Integrated Transport
3. Sustainable Transport
4. Road Safety

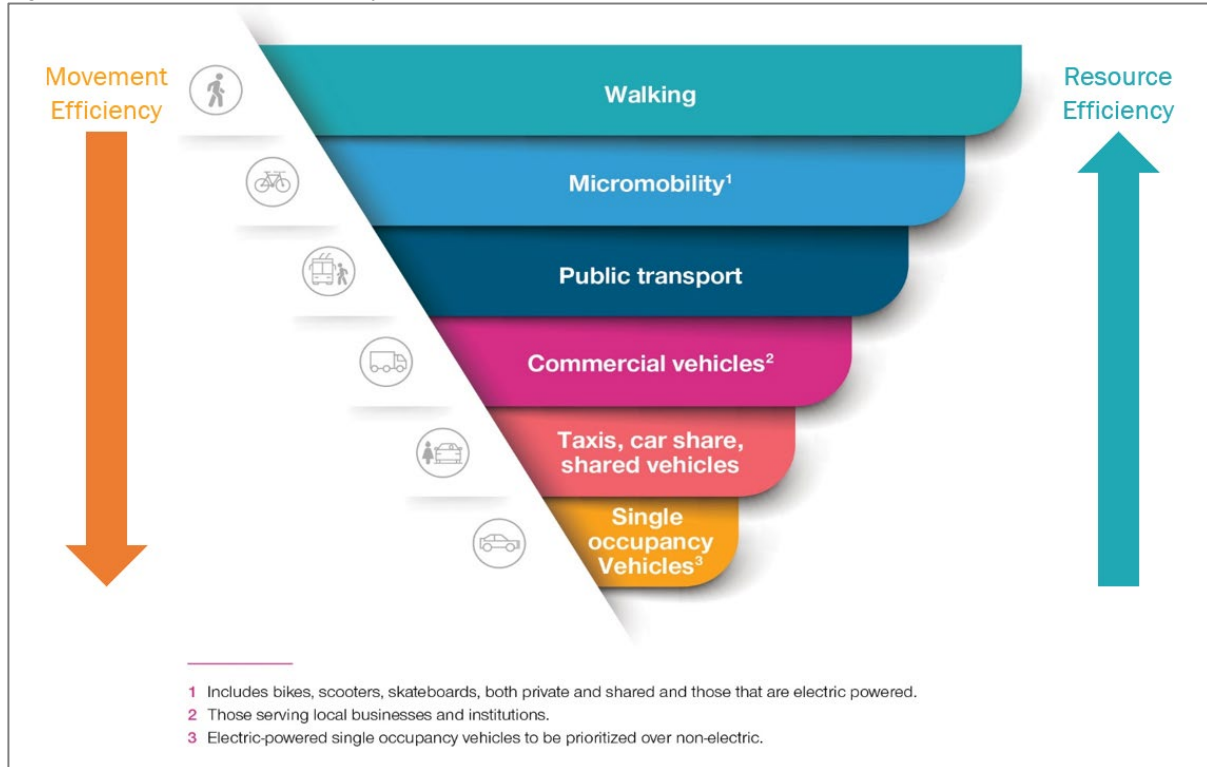
## Policy

In recognising that travel relates to the movement of people (and goods where appropriate) and not to the movement of vehicles, higher priority will be given to transport modes in the

following order – higher (walking) to lowest (single occupancy vehicles) - of the most space efficient and the most sustainable as per the below figure.

To achieve this, preference will be given to more sustainable modes of transport in terms of allocating Council Officers time, public space, and resources.

Figure 1. Transport mode hierarchy



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

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.

Different modes of transport have differing technical and operational capabilities. Each mode of transport in the system has to develop its capacity to meet specific demand viewed within the total demand for all modes of transport in the system. In this way, as well as competing with each other, they also supplement each other.

A successful integrated transport system should result in higher demand for public transport, with a knock-on reduction in congestion and pollution.

Council will strive to create an efficient integrated transport network and will advocate for state government to better integrate public transport modes with each other and Council’s network.

Sustainable transport refers to ways of transportation that are sustainable in terms of their social and environmental impacts.

Sustainable transport systems make a positive contribution to the environmental, social and economic sustainability of the communities they serve. Transport systems exist to provide social and economic connections, and people quickly take up the opportunities offered by increased mobility, with poor households benefiting greatly from low carbon transport options.

Sustainable transport modes are prioritised and promoted by making them more reliable, efficient, and convenient alternatives to single-occupancy travel by private car. Less usage of single occupancy vehicles results in less need for car parking, creating the opportunity to allocate space for others usage that benefits the broader community.

To achieve the 'Towards Zero' Road Safety Strategy objective, the City of Stonnington commits to the globally recognised Safe System objective of zero road deaths and serious injuries.

This will be done by implementing the safe system approach that recognises that people are fallible, humans are fragile, road safety is a shared responsibility and that we must build a safe and forgiving road system.

## Definitions

<b>Term</b>	<b>Definition</b>
Integrated Transport	Integrated transport involves the combining of different modes of transport to maximize ease and efficiency for the user in terms of time, cost, comfort, safety, accessibility and convenience.
Sustainable Transport	Sustainable transport refers to the broad subject of transport that is sustainable in the senses of social, environmental and climate impacts.
Micromobility	Transportation using lightweight personal mobility vehicles such as electric bicycles, skateboards, bikes, traditional scooters, skateboards.  These could be privately owned or borrowed as part of a self-service scheme in which people hire vehicles for short-term use.
Cycling supporting infrastructure	Network of bike parking, rest stops and bike repair stations
Car-share	A professional service that allows car share members to reserve vehicles for use any day or time of the week, via an online booking platform
Single-occupancy vehicles	A privately operated vehicle whose only occupant is generally the driver which can be powered by electricity or fossil fuels.

## Responsibilities

<b>Party/parties</b>	<b>Roles and responsibilities</b>
Council Officers	Implement the necessary changes to support the shift towards sustainable transport over the use of single occupancy vehicles.
Councillors	Support the implementation of projects that promote the shift towards sustainable transport over the use of single occupancy vehicles.

## Monitoring, Evaluation and Review

Council commits to monitoring processes, information sharing and decision making to understand the overall level of success in the Policy's implementation.

A periodic review of this policy will be undertaken to ensure any changes required to strengthen or update the policy are made.

Officers are authorised to make minor editorial amendments as needed for administrative or updated information purposes (for example, but not limited to: changes to position and roles, references to legislation, definitions etc). Officers may also make amendments to the list of related documents at such times where reference material or guidelines require updating.

## Related Legislation and Policies

There are a range of legislation, codes and Council documents that inform and support this Policy. These include, but are not limited to:

<b>Legislation</b>	<b>Council Documents</b>
<ul style="list-style-type: none"> <li>• Road Management Act 2001</li> <li>• Transport Integration Act 2010</li> <li>• Road Safety Act 1986</li> <li>• Local Government Act 2020</li> <li>• Disability Discrimination Act 1992</li> <li>• Plan Melbourne</li> <li>• Movement and Place Framework</li> <li>• Victorian Road Safety Strategy</li> </ul>	<ul style="list-style-type: none"> <li>• Stonnington Community Vision 2040 and Council Plan 2021–25</li> <li>• Sustainable Transport Policy</li> <li>• Integrated Transport Plan</li> <li>• Road Safety Strategy</li> <li>• Cycling Strategy</li> <li>• Walking Action Plan (Draft)</li> <li>• Public Transport Advocacy Document</li> <li>• Car Share Policy</li> <li>• Narrow Streets Policy</li> <li>• Climate Emergency Action Plan</li> <li>• Neighbourhood Activity Centres Strategy (under development)</li> <li>• Access and Inclusion Plan 2019-22</li> </ul>