



City of  
**STONNINGTON**

**CITY OF STONNINGTON**

# Transport Strategy

January 2020









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## From the Mayor



Stonnington residents' preferred transport modes are reflective of our diverse community.

The Stonnington Transport Strategy outlines the necessary steps to maximise future opportunities and address key issues and risks around the different modes of transport.

Our pedestrian networks and infrastructure need to be of sufficient quality to support a growing demand for street space.

We have seen renewed enthusiasm and uptake in cycling, with many taking advantage of our well-developed, off-road trails that provide excellent connections. However, we have work to do with our on-road network in terms of safety and consistent infrastructure to promote cycling as a safe, efficient and viable transport option.

We will also review speed limits to improve safety for children walking and cycling to school.

Ridesharing and electric vehicle uptake also play a major role in our future planning.

On-road public transport – buses and trams – experience the snarls and congestion associated with inner Melbourne suburbs, and many of our stations are bustling hubs on the metropolitan train network.

We are working to make public transport an efficient, attractive and reliable alternative to driving.

While identifying areas to improve Council's infrastructure and assets, we're also working closely with the State Government and private agencies to provide positive and tangible outcomes for our community.

**Cr Steve Stefanopoulos**  
Mayor



# Introduction

## PURPOSE

The Stonnington Transport Strategy (TS) sets key directions to guide the future planning and development of the transport system, and support sustainable growth in the municipality over the next five years. It builds on the 2014 transport plan<sup>1</sup>, to define transport, travel and planning issues for Stonnington, and provides a refreshed five-year plan (within a longer-term framework) for improving travel and access.

## BACKGROUND

The TS supports the City of Stonnington Council Plan and its vision for an inclusive, healthy, creative, sustainable and smart community. Transport cuts across the four key pillars: Community, Liveability, Environment and Economy, with strategies to maintain infrastructure and assets, advocate for improved and accessible public transport and facilitate use of sustainable transport options. The TS supports the delivery of these strategies and complements the City of Stonnington's Municipal Strategic Statement to provide an integration of land use and transport policy. See Figure 1-1 for how the TS fits with the Council Plan and other key documents.

In 2020, the aspirations of the 2014 TS and its strategic actions remain relevant. However, in the past five years there has been significant development in the City of Stonnington and the wider Metropolitan area – including strong growth, increasing costs of congestion on both road and public transport, several new metropolitan policy and infrastructure documents, and significant State investment in major new transport infrastructure. The 2020 TS responds to these developments.

The updated plan will guide transport, access and development throughout Stonnington, communicating Council's vision, goals and strategic actions for the transport network.

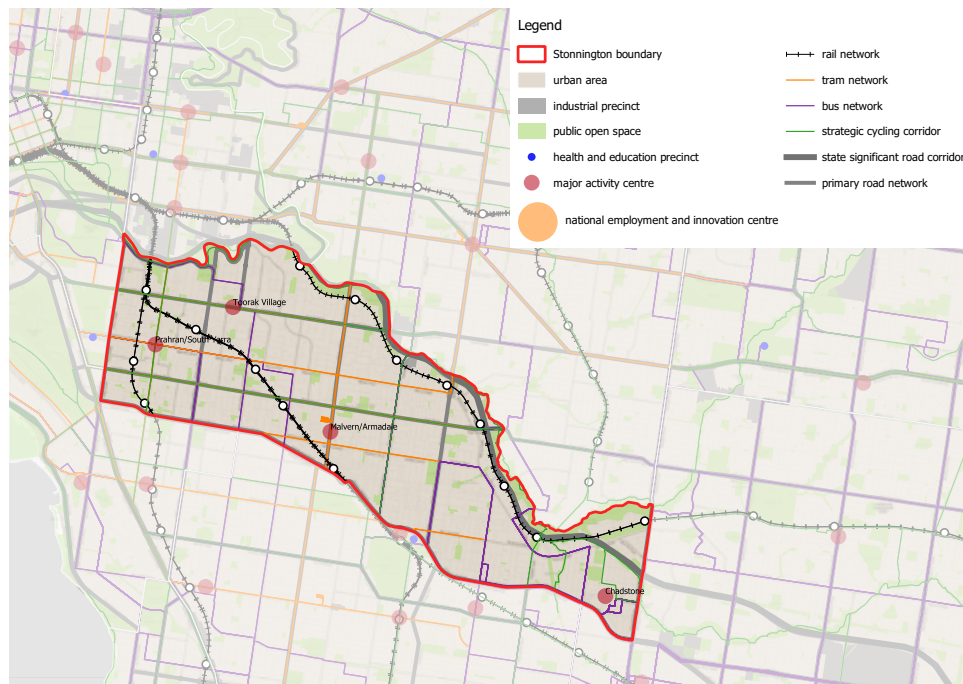
**Figure 1-1: How the TS fits within Council's planning framework**



<sup>1</sup> SKM, 2014. Stonnington Transport Strategy



Figure 1-2: The City of Stonnington



### CITY OF STONNINGTON

The City of Stonnington is located in Melbourne's inner south east, a short distance from the centre of Melbourne and alongside the Yarra River. The municipality covers an area of just over 25 square kilometres, and takes in the suburbs of Prahran, Windsor, South Yarra, Toorak, Armadale, Malvern, Malvern East, Glen Iris and Kooyong.



# Introduction

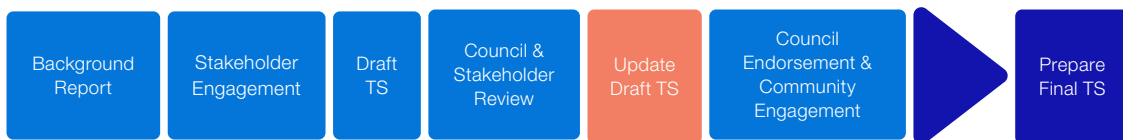
## DEVELOPING THE TRANSPORT STRATEGY

The 2020 TS updates the 2014 TS, which provided a long-term plan to increase integration between transport and land use planning. The plan is underpinned by:

- » Phase 1 Summary Report, July 2018 – background report containing data analysis and literature review.
- » Stakeholder engagement – to support the identification of current issues and anticipated future challenges.

This plan should be read in conjunction with the July 2018 background summary report. Completed activities and future steps in the development of the TS are outlined in Figure 1-3.

[Figure 1-3: TS development activities](#)



## POLICY FRAMEWORK

**Council Plan Vision: Stonnington will be an inclusive, healthy, creative, sustainable and smart community.**

The City of Stonnington has a number of plans and strategies that contribute to achieving the vision for Stonnington, and guide strategic, statutory, operational and service activities relating to the transport network and travel within Stonnington. These plans include the Public Health and Wellbeing Plan, Municipal Strategic Statement, and strategies and policies for walking, cycling, car share, parking and road safety.

At the State level, the Victorian Government's legislation and policy framework supports Council and the community to respond to key transport and land use challenges. The Transport Integration Act 2010 (TIA) is Victoria's principal transport statute, and establishes a framework for the provision of an integrated and sustainable transport system in Victoria. The City of Stonnington and the Victorian Government is required to have regard to the objectives and decision-making principles of the TIA:

- » Social and economic inclusion
- » Economic prosperity
- » Environmental sustainability
- » Integration of transport and land use
- » Efficiency, coordination and reliability
- » Safety, health and wellbeing



**THE TS HAS BEEN DEVELOPED IN ACCORDANCE WITH KEY POLICIES AND STRATEGY DOCUMENTS:**

**Figure 1-4: Key policy and strategy documents**





# The City of Stonnington

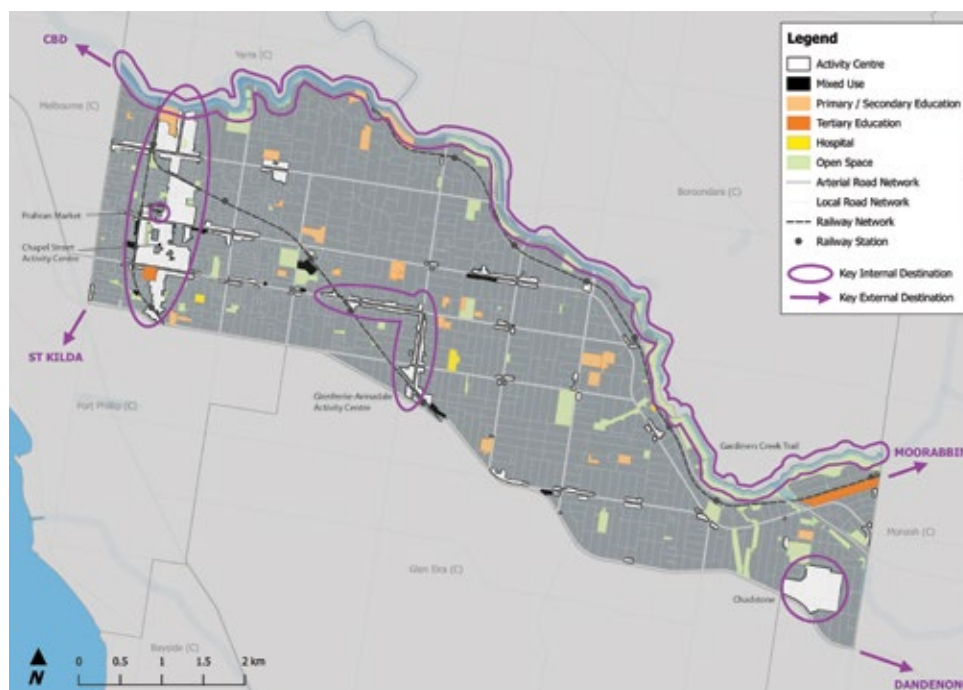
## LOCAL CONTEXT

The City of Stonnington is located in Melbourne's inner south-eastern suburbs, between three and 13 kilometres south-east of Melbourne's central business district. The Stonnington boundary is the Yarra River and Gardeners Creek to the north, Punt Road to the west, Warrigal Road to the east and Dandenong Road, Princes Highway/Queens Way to the south.

Stonnington takes in the suburbs of Armadale, Kooyong, Malvern, Malvern East, Prahran, Toorak, and parts of Glen Iris, South Yarra, and Windsor. As illustrated in Figure 2-1, the area is primarily residential, with focal areas for employment and tourism, as well as lifestyle precincts and parks.

Prahran/South Yarra, Toorak Village and Malvern/Armadale form key major activity centres, serving as hubs for employment and industry, plus retail precincts for the community. The municipality is also home to Chadstone Shopping Centre, which drives regional, interstate and international visitation to Stonnington. The city also has a network of educational establishments and health precincts.

Figure 2-1: Stonnington land use map



The City of Stonnington has a resident population of over 115,000. The demographic profile typically varies from west to east, with the western part of the city characterised by higher density suburbs (peaking at 93 people per hectare in parts of South Yarra<sup>2</sup>), a younger average age population and a greater proportion of single and two-person households.

In the eastern suburbs, the population density generally decreases, and dwelling sizes and the average age of residents increases. These differences generate different travel demands across the municipality.

Some areas of Stonnington are also more accessible than others, which creates important differences between the western suburbs, which have lower car ownership and greater sustainable transport uptake, and the eastern suburbs, which are more dependent on car travel. This can be partly attributed to greater access to transport choice.

With continued residential intensification and redevelopment, the Stonnington population is expected to grow to 145,000 by 2036 (refer Figure 2-2). The Forrest Hill precinct in South Yarra has accommodated the greatest level of development in recent years. It is expected this precinct, and surrounding areas, will continue to face medium and high-rise residential pressures over this period with the growth of the Chapel Street Activity Centre. Other key sites already undergoing / earmarked for development are the Waverley Road Activity Centre, Dandenong Road Precinct, Glenferrie Road / High Street Activity Centre and Hawksburn Village.

By 2036, the number of dwellings in Stonnington is forecast to grow to over 67,000 (an increase of nearly 16,000 from 2016), while the average household size is predicted to fall to just over two. A rapidly growing population combined with smaller households will lead to an increase in the number of trips on the transport network.

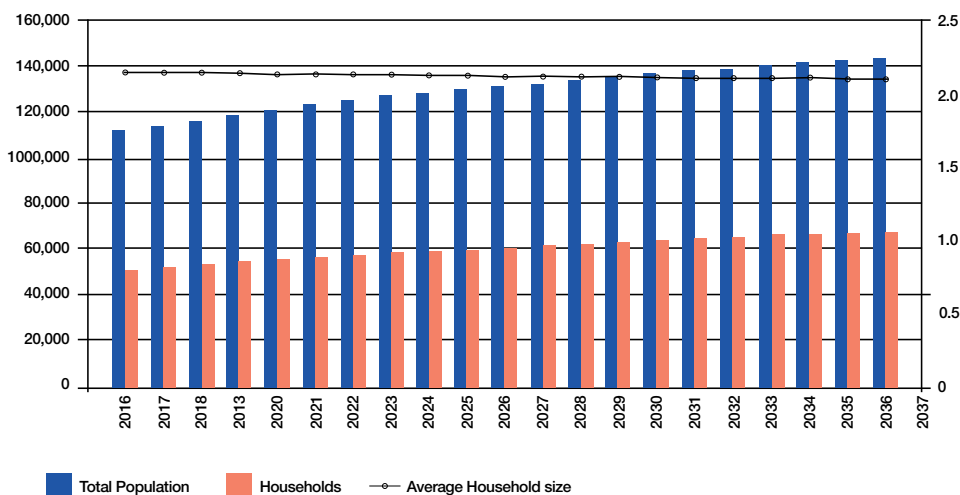
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2 Compared to an average population density of 44 persons per hectare across Stonnington, and neighbouring inner south-eastern LGAs (28 persons per hectare in Bayside to 39 in Glen Eira).



# The City of Stonnington

**Figure 2-2: Population, household and average household size forecasts 2016 to 2036 (Source: .id)**



Stonnington is also home to over 17,000 businesses, which support nearly 60,000 jobs. Retail is the largest industry in terms of employment, followed by the health sector. Jobs in these sectors are generally concentrated in the major activity centres in the western part of the municipality, with the notable exception of Chadstone Shopping Centre in Malvern East. The redevelopment of sites such as Jam Factory, Malvern Central and Chadstone, and the growth of education and health precincts, are predicted to create an extra 25,000 jobs by 2036.

With such employment destinations in the municipality, and key destinations in neighbouring local authorities, Stonnington is a significant exporter and importer of labour. The most recent census information indicates that more than 75 per cent of residents commute out of the municipality for work (over 42,500 people). The most common outflows are to central Melbourne, while most people working in Stonnington travel from neighbouring local authorities to the south and east.

Travel demand to (and through) Stonnington is likely to be intensified by growth outside of Stonnington. The area identified as the Inner South East subregion under Plan Melbourne (which includes the local government areas of Bayside, Boroondara, Glen Eira and Stonnington) is forecast to grow by 90,000 residents by 2031, with further growth in neighbouring subregions in the central area and to the east.

The dense and growing population, demographic make-up, significant commercial centres and growing visitor economy present a range of challenges and opportunities for transport in Stonnington. Keeping pace and responding to these proactively is necessary in delivering a transport network that protects liveability and supports the economy, thereby driving the need for an integrated approach through the development of this TS.







## TOORAK

Home to 12,900 people. Forecast to grow to 15,700 by 2036. Contains the municipality's highest proportion of people aged 65 and over

Largely residential, with areas of commercial use and public park land

Toorak Village identified as a Major Activity Centre in Plan Melbourne.

High reliance on the private car; 91% of residents have access to at least one car, 54% drive to work

Serviced by Heyington Station, which has seen a decline in patronage - 26% decrease between 2008-2014, and Toorak Station

## KOORYONG

Home to 800 people

Lowest population density of less than 20 persons per hectare Contains a high proportion of people aged 65 and over

Contains residential areas, neighbourhood precincts and open space

High reliance on the private car; 96% of residents have access to at least one car, 54% drive to work

Bounded by the Monash Freeway, with access via Toorak Road – generates high levels of through traffic

## ARMADALE

Home to 9,100 people. Forecast to grow to 11,900 by 2036.

High job numbers centred on the main shopping strips. Additional 5,000 jobs forecast by 2036.

Malvern/Armadale identified as a Major Activity Centre in Plan Melbourne

Competing demands on local and arterial roads causes safety concerns. Traffic congestion also undermines the operation of trams and buses, particularly along Malvern Road and High Street

## MALVERN

Home to 10,200 people

Contains residential, commercial, civic/educational and hospital land uses (Cabrini Hospital) and open space. Malvern/Armadale identified as a Major Activity Centre in Plan Melbourne

Competing demands on local and arterial roads causes safety concerns. Traffic congestion also undermines the operation of trams and buses, particularly along Malvern Road and High Street.

Malvern tram depot located on Glenferrie Road. Significant patronage growth on Tram Route 5, Malvern- Melbourne University, grew by 120 per cent in the 10 years to 2016/17.

## MALVERN EAST

Home to 21,700 people, including a large number of families and young people. Forecast to grow to 29,900 residents by 2036.

Key residential development sites: Waverley Road Activity Centre, Dandenong Road Precinct development and infill development.

Chadstone Shopping Centre, employs over 5,000 workers and attracts over 20 million visitors each year.

Also contains Holmesglen TAFE as a significant employer and a number of schools.

High reliance on the private car; 90% of residents have access to at least one car and 58% drive to work. Higher proportions of rail station access by car

Stonnington and central Melbourne popular work destinations, followed by Monash

## GLEN IRIS

Home to 9,300 people. Forecast to grow to 11,800 by 2036

Contains residential areas, neighbourhood precincts and schools

High reliance on the private car; 90% of residents have at least one car, 55% drive to work

Bounded by the Monash Freeway, with access via Burke Road and High Street – generates high levels of through traffic.



## Key transport challenge

### MANAGING GROWTH

**Strong population and employment growth is forecast within Stonnington through to 2036. In conjunction with growth outside of the municipality, it is estimated that Stonnington will need to cater for an additional 180,000 trips to, from and within the municipality (a 25 per cent increase from 2016).**

Population growth will vary significantly across Stonnington's neighbourhoods, creating localised impacts and challenges. South Yarra and Malvern East are expected to accommodate much of the forecast population growth through medium and high-rise residential and infill development. Absorbing additional travel demand associated with land use intensification will be challenging. If not managed effectively, local road congestion and public transport overcrowding during peak periods could undermine resident's quality of life, as well as Stonnington's ability to effectively manage the impacts of growth.

In addition to a growing resident population, the number of visitors to Stonnington for work, shopping and leisure is expected to increase. This will emphasise the need to invest in improved linkages to key attractors such as the Melbourne CBD, activity centres and Chadstone Shopping Centre, particularly by more-space efficient and sustainable forms of travel.

For the majority of trips within Stonnington, the private car is the dominant transport mode (refer Figure 2-4). This can be attributed to factors such as the lack of viable public transport options; the number of motor vehicles available in a household; and the travel distance to work. A clear exception are the western suburbs, where the majority of trips to work are by non-car modes.

Pressure across the Stonnington transport network is likely to be intensified by growth in through traffic, or trips without an origin or destination within the municipality. Key developments near the municipal boundary include the Cremorne and Church Street South major employment precinct and the expansion of Monash University (Caulfield). With a young, growing population, improving access to education, employment and other services will be increasingly important.

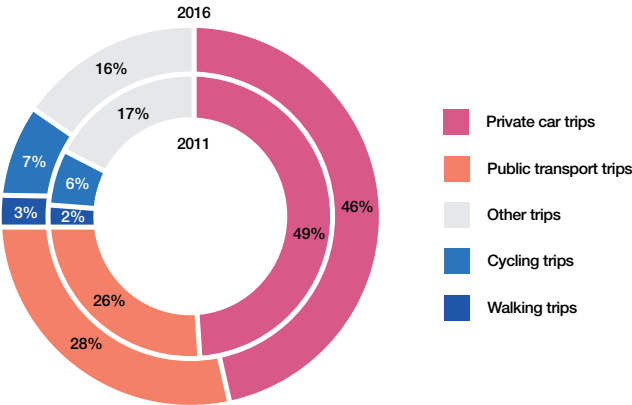
## A growing population

**145,000**  
2036 projected residential populations

**26%**  
2016 to 2036



Figure 2-4: Method of travel to work (Source: ABS, 2011 and 2016)



The figure shows 46 per cent of working residents commute by car (as drivers or passengers). While this is on a downward trend, population growth has meant an additional 1,400 Stonnington residents are commuting to work by car compared to 2011.

Journey to work figures also indicate an increased uptake in public transport, particularly by train with an increase of nearly 2,900 trips between 2011 and 2016. Commuting by foot and bicycle has also increased with 10 per cent of residents now actively commuting to work.

In addition, 61 per cent of trips to work in Stonnington are by car or motorcycle. Much of this is from areas south and east of Stonnington, where public transport services are much less extensive.





## Key transport challenge

### CREATING SPACE FOR PEDESTRIANS

Walking is an important means of transport in Stonnington, with over 4,000 residents walking to work in 2016 (seven per cent of journeys to work), in addition to trips for education, shopping and recreation. Walking also forms a key component of other active, public transport and private vehicle journeys. At rail stations in Stonnington, over two thirds of passengers arrive on foot.

Stonnington has a comprehensive pedestrian network due to extensive work to create high quality streets. The growth

in jobs, population and visitors, however, mean that footpaths are becoming overcrowded in key locations, putting people at risk and affecting the performance of Stonnington's activity centres. These include parts of Chapel Street, where alfresco dining and street clutter can reduce walkable widths, and parts of Toorak Road, which are narrower than normally observed, as well as busy interchanges, which highlight the important interaction between walking and public transport use.

The volume and proximity of vehicle traffic and a lack of suitable and convenient crossing opportunities on the arterial road network can also act as a deterrent to pedestrians. Crashes involving pedestrians in recent years have been concentrated on the main arterial roads and through the key activity centres.

To improve conditions for pedestrians, a bolder approach to providing pedestrian priority and changing the way space is used in the municipality is required.





## Key transport challenge

### GETTING MORE PEOPLE CYCLING

**Stonnington has a network of off-road trails and on- road bicycle lanes that provide a range of opportunities to cycle within and through the municipality. 2.7 per cent of Stonnington residents cycled to work in 2016. This is lower than neighbouring inner-city municipality's<sup>3</sup>, however, suggests significant scope to increase cycling for short trips to school, work or the shops.**

While the off-road trail network is well developed and provides direct connections into the CBD, there are challenges with providing safe cycle infrastructure on much of Stonnington's road network. This has resulted in an on-street network which is relatively sparse and poorly connected.

Cyclist safety is also an area of concern. Over 300 crashes have involved cyclists in the municipality over the past five years<sup>4</sup>. Key issues are associated with areas of high traffic volumes and the high turnover of on-street parking. Chapel Street is regularly reported as one of the top ten locations for crashes involving cyclists in Melbourne.

Cycle parking provision varies across Stonnington. While Council works have significantly increased the provision of leaning rails (ground mounted) and pole vault style (street sign mounted) parking facilities in key end of trip locations, nearly half of the train stations in Stonnington still do not have cycle parking facilities (neither hoops or parkiteer cages).

## Safety and confidence issues

**323**

crashes have involved cyclists in the municipality over the past five years



**2.7%**

of residents cycled to work in 2016.  
(1% increase since 2006)



<sup>3</sup> City of Port Phillip at 4.5 per cent, and City of Yarra at 8.6 per cent.

<sup>4</sup> VicRoads, 2019. Crash Statistics <https://www.vicroads.vic.gov.au/safety-and-road-rules/safety-statistics/crash-statistics>

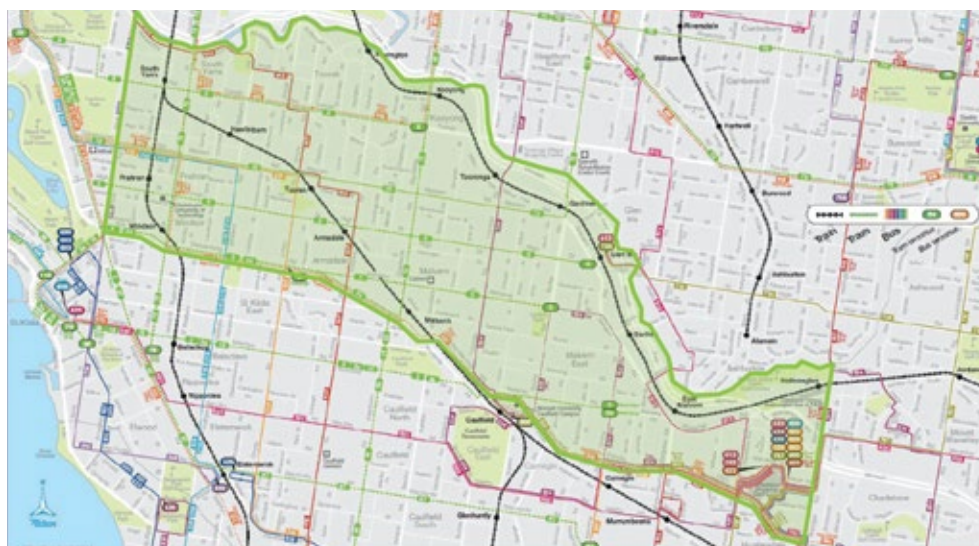


## Key transport challenge

### **IMPROVING THE ACCESSIBILITY AND ATTRACTIVENESS OF PUBLIC TRANSPORT**

As illustrated in Figure 2-5, Stonnington is well serviced by public transport. With five train lines across 15 stations, nine tram routes and 24 bus routes, the majority of Stonnington residents are within 400 metres of at least one public transport route. Despite such an extensive network, service frequency reduces across the municipality (west to east) and, in many instances, the vehicles and infrastructure fall short of meeting community needs.

**Figure 2-5: Public transport in and around Stonnington (Source: PTV)**





Public transport is an important mode of travel to, from and within Stonnington, particularly for journeys to work. However, during peak times, many services are already heavily loaded as they enter Stonnington, with passenger benchmarks regularly exceeded on Dandenong and Frankston corridor services and key tram routes<sup>5</sup>. This prevents more people from travelling by public transport.

Key projects like the Metro Tunnel will help support passenger demand, however, the capacity of the rail network is forecast to become constrained again soon after completion. Patronage growth will also impact the operation of and user experience at stations, with increasing numbers of people boarding, alighting and transferring between services. South Yarra station is already one of the busiest stations outside the City Loop<sup>6</sup>. Prahran, Windsor and Malvern are also popular stations, with over 3,000 entries per weekday.

On-road public transport reliability is a key issue across Melbourne, with buses and trams often suffering from congestion and delays where there is no on-road priority. With the exception of Dandenong Road, all tram and bus routes in Stonnington share space with traffic on roads, making them some of the slowest in Melbourne.

Tram speeds average just 16km/h across the network, with lows of 12km/h on routes such as the 78<sup>7</sup>. Insufficient separation also makes passenger access difficult and hazardous. Serious casualty crashes predominate along Stonnington's tram routes.

Infrequent services also discourage people from using public transport. Many of the bus routes in Stonnington only operate a 30-minute service and, in general, there is little or no coordination of bus and train timetables. Service frequencies further reduce outside of peak periods and at the weekend. This is generally not suitable or convenient for commuters or leisure travellers.

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5 DoT, 2019. Passenger Load Surveys. <https://transport.vic.gov.au/about/data-and-research/passenger-load-surveys>

6 City of Stonnington, 2016. South Yarra Station Patronage <https://www.stonnington.vic.gov.au/files/sharedassets/public/documents/south-yarra-station-patronage-19-april-2016.pdf>

7 City of Stonnington, 2018. Stonnington Public Transport Advocacy: Reference Document [https://www.stonnington.vic.gov.au/files/assets/public/vision/advocacy/public-transport-advocacy\\_web.pdf](https://www.stonnington.vic.gov.au/files/assets/public/vision/advocacy/public-transport-advocacy_web.pdf)



## Key transport challenge

### NETWORK CAPACITY AND CONGESTION

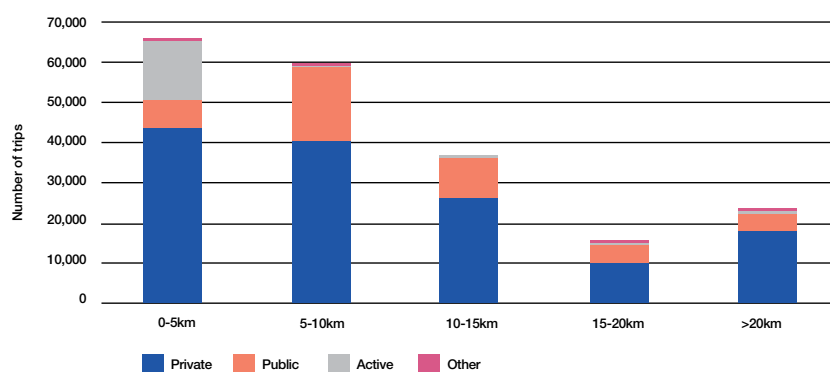
Roads in Stonnington serve a multitude of functions, including catering for distribution, local access, public transport, cycling and walking, on-street parking, as well as forming places in their own right. In conjunction with current travel patterns – where nearly 70 per cent of daily movements are by private car (refer Figure 2-6) – this can lead to a range of competing demands, routine congestion and road safety issues.

Infrastructure Victoria has identified the City of Stonnington as one of the top two municipalities in Melbourne for road unreliability and a number of roads, such as Toorak Road and High Street, as at peak traffic capacity during commuting periods. Increasing levels of congestion and delay on connecting roads, such as Punt Road, can also have knock-on effects. People find sitting in traffic stressful, inconvenient and unreliable. It can also introduce costs in time and fuel, reduce freight efficiency, and contribute to carbon emissions and air pollution.

There are also a number of external factors contributing to demand on the Stonnington network. Stonnington is used as a thoroughfare for those living in southern and eastern suburbs to access inner Melbourne. This places significant stress on the arterial road network, which can have knock-on impacts on the local network. Over 30 per cent of traffic on Malvern Road, Wattletree Road, Darling Road and Belgrave Road is through traffic. This can contribute to congestion, impact urban amenity and impede public transport, walking and cycling, without contributing directly to the productivity of the municipality.

Private vehicles (cars) will continue to be the dominant mode for people to access the municipality, and for private and work-related travel. Given existing levels of congestion, and the limited capacity to continue to cater for increasing numbers of vehicles on the roads, a shift in travel decisions to more sustainable modes will be important. As shown on Figure 2-5 below, a high proportion of short trips (under 5km) are by private vehicles.

**Figure 2-6: Main mode of transport used by Stonnington residents by distance**  
(Source: VISTA 2014-2016)t





# The City of Stonnington

Figure 2-7: Traffic composition - daily weekday volumes  
(Source: VISTA 2012-2016, OpenRouteService)



- 1** Increasing demands on bounding roads can have knock-on effects on roads across the municipality.
- 2** Malvern Road, Toorak Road, Williams Road, High Street, and Waverly Road serve high volumes of incoming/outgoing traffic.
- 3** Other arterial and local routes provide local access to destinations within Stonnington. Key areas include Glenferrie Road/High Street Activity Centre, Chadstone and Chapel Street retail precinct.
- 4** Toorak Road provides the last access before the City Link tunnel, which can encourage rat-running through Stonnington.
- 5** Monash Freeway and the main arterial roads (particularly Punt Road, Dandenong Road, Warrigal Road and Toorak Road) carry significant volumes of through traffic.



## Key transport challenge

### **TECHNOLOGICAL CHANGE**

**The digital age is advancing, with new forms of communication and technological possibilities that have the potential to significantly alter how and why we travel.**

Rapid advances in technology are increasing the options available for sustainable mobility as well as offering network safety and efficiency benefits, including car and bike share schemes, ride-sourcing applications (such as Uber, Taxify, Hola, etc) and automated vehicles in the future. The further integration between emerging mobility services also has the potential to contribute to the greater personalisation of transport, and the emergence of 'Mobility as a Service'.

The degree of uncertainty around the uptake rate and complexity of social and technological change presents considerable challenges for transport. There will be an increasing need for flexibility and adaptability within the transport system to harness technological benefits and proactive regulation/policy making to address issues such as safety, data security, competition between public and private modes, etc.





124  
AMO  
STORE

Windsor 78a

239

TRANS CAN'T SWEVE  
We develop the tram.  
70% of tram crashes happen when cars turn or merge on to tracks.

COMMUNICATION ACCESS  
Let's make communication accessible for all  
#AskForChange  
scope  
PROUDLY SUPPORTED BY yarra trams COMMUNITY PARTNERSHIPS PROGRAM





CHASERS

CSP JEWELLERS

CHA PAWN

Heav

CHEMIST

DISCOUNT CHEMIST

Veg Out @ time

Chubby

Chubby



# A vision for Stonnington

## VISION

“The City of Stonnington is serviced by a transport network that supports an inclusive, healthy, creative, sustainable and smart community.”

## STRATEGIC PRIORITIES

The next five years holds the opportunity for Stonnington to further improve the quality of life for people living in, working in and visiting the municipality. Transport plays a critical role in delivering the changes needed. The challenge for the TS is to identify where future investment should be targeted for maximum impact towards achieving economic, social and environmental aspirations.

Key objectives of the TS provide a focus for transport investment in Stonnington for the next five years and beyond. They build on the strategic actions of the 2014 TS to meet future transport challenges, and support wider policy and strategic directions.

- » To integrate transport and land use planning to maximise accessibility, safety and sustainability of the transport network and the built environment.
- » To create an active transport network that is connected, integrated, safe and accessible. One that encourages more people to walk and cycle more often.
- » To facilitate an increase in the use of public transport by making these options as accessible, safe, convenient and attractive as possible.
- » To increase the safety and efficiency of Stonnington’s roads for all users.
- » To encourage a reduced reliance on parking provision in new developments where appropriately located.

These objectives represent the most important aspects of the TS and outline the areas in which the City of Stonnington’s advocacy and actions will be concentrated.

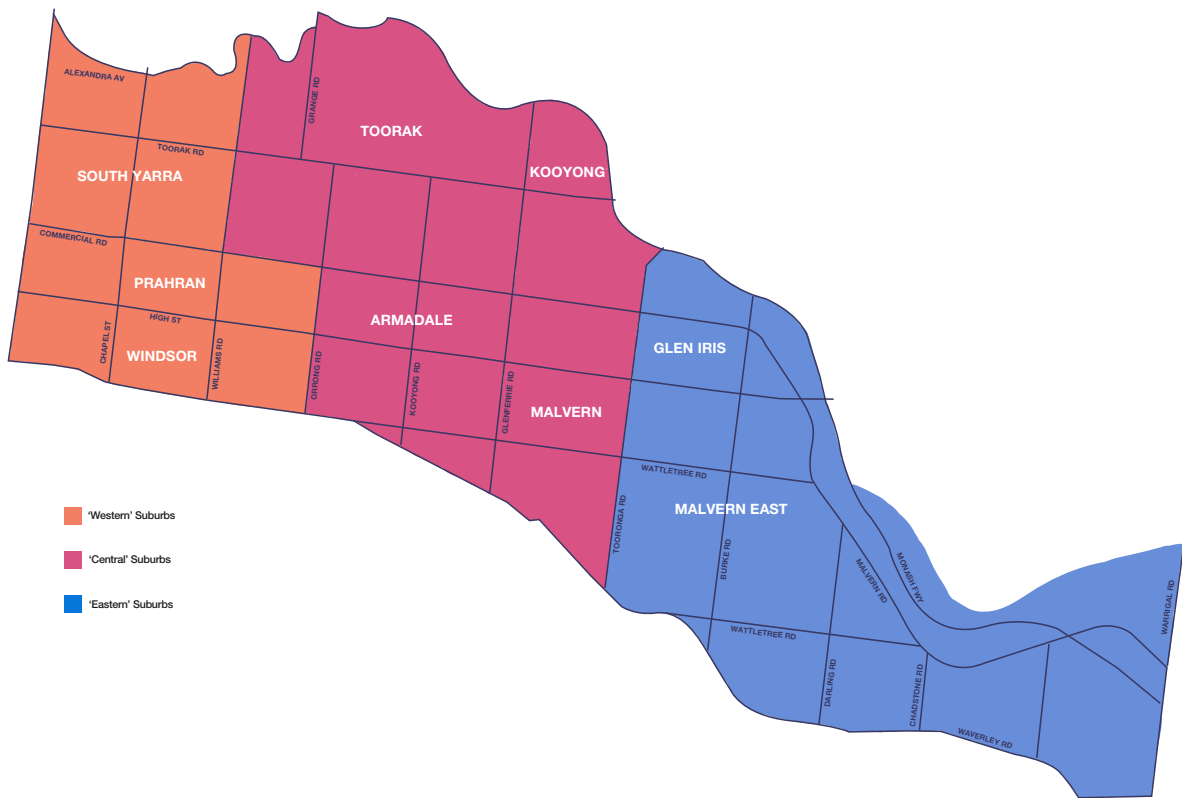
Key actions identified throughout the TS help meet one or more of these objectives, which in turn contribute to realising the vision for the municipality. Actions have been developed for Stonnington’s ‘Western’, ‘Central’ and ‘Eastern’ suburbs. The intent is to ensure actions are area focused and reflect of the different characteristics across the municipality. A summary of these areas is contained in Figure 3-1.

Further analysis, key priorities and actions for each of the areas is provided in sections four to six of the TS. Overarching strategic and advocacy actions, common to each of the areas, is provided in section seven.



# A vision for Stonnington

Figure 3-1: Stonnington's 'Western', 'Central' and 'Eastern' Suburbs and key characteristics



## Stonnington's 'Western' Suburbs

Characterised by:

- » High density residential and commercial area
- » Young and growing population
- » Significant employment growth
- » Lower car ownership
- » High active and sustainable transport use



## Stonnington's 'Central' Suburbs

Characterised by:

- » Lower density, largely residential with areas of commercial land use
- » Higher median age, high proportions of over 60's
- » High car ownership
- » Lower active and sustainable transport use



## Stonnington's 'Eastern' Suburbs

Characterised by:

- » Low residential density
- » Large number of families and young people
- » Significant employment and education clusters
- » High car ownership
- » Lower active and sustainable transport use



# A vision for Stonnington

To achieve sustainable network goals, the road user hierarchy set out in Figure 3-2 has been adopted. The hierarchy aligns with current policy and strategy approaches, and recognises the movement and resource efficiency of different modes of transport.

**Figure 3-2: Overarching road user hierarchy**



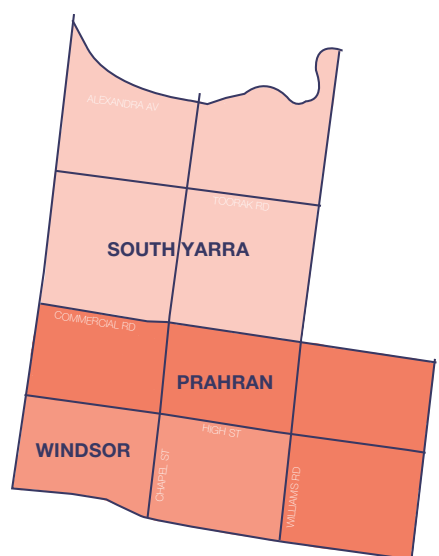






# Stonnington's Western Suburbs

## OVERVIEW



Stonnington's western suburbs are South Yarra, Prahran and Windsor, bounded by the Yarra River to the north, Punt Road to the west and Dandenong Road to the south.

The area captures high density residential and retail precincts, and educational establishments. Prahran/South Yarra forms a key major activity centre and encompasses the Chapel Street retail and services-based precinct. This forms a hub for the local community, workers and visitors.

The suburbs lie less than five kilometres from the CBD. This draws large outflows of residents for work. The area benefits from high levels of accessibility and is well-served by public transport options. A younger demographic profile combined with technological advances (including a growth in car sharing and ride share apps), has contributed to reducing levels of car ownership and growing sustainable transport use.

The capacity and performance of the public transport network is a growing concern. Road based travel remains a predominant mode for the incoming workforce and for servicing local businesses.

## KEY CHARACTERISTICS



Home to over 40,000 residents, forecast to increase to over 58,000 by 2036 Young population, 36% aged 25-34 years



High proportion of lone households / young couples without children. High population density, up to 98 persons per hectare in South Yarra



Contains > 22,000 jobs, forecast to increase by > 11,000 additional jobs by 2036



Low car ownership, approximately 20% do not have access to a car



Greater sustainable transport uptake, 35% use public transport, 4% cycle and 12% walk to work.

## COMMITTED PROJECTS



Metro Tunnel and duplication of the Cranbourne line will increase capacity on rail lines through Stonnington. The Metro Tunnel is on track to be completed by 2025. Planning is underway for the Cranbourne line duplication.



South Yarra Station redevelopment will deliver a wider entrance on Toorak Road and fully accessible tram stops, enabling easier transfers. Expected to be delivered by 2020.



Streamlining Hoddle Street will introduce innovative intersection designs and new technology at Brunton Avenue and Swan Street to make journeys easier and safer.



# Stonnington's Western Suburbs

## TRANSPORT CHALLENGES

### High-density development and demands on street space

Stonnington's western suburbs remain the fastest growing in the municipality. They will continue to face high-rise development pressures, growing population densities and employment and visitor growth, all of which will increase demand for travel. This will place pressure on public space, streets and the transport system, exacerbating areas of footpath overcrowding, capacity issues at high-demand train stations and on already popular tram routes, road traffic congestion and parking pressures. In such areas of increasing residential density, there will be a strong need for high amenity spaces and a more efficient use of street space. This will involve prioritising more efficient forms of transport, including public transport, walking, cycling and rideshare, and reallocating road space to support the increasing daily population. 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 a fraction of the people living, working and visiting such areas.

### Cycle safety

Cycling is an increasingly important choice of transport. It takes pressure off the public transport system, reduces congestion and noise and is non-polluting. More people on bikes means a more active and healthier population who are able to enjoy a cleaner and less congested city. Safety (and perception of safety), is a key barrier.

The primary north-south on-road cycle route in Stonnington is along Chapel Street. Chapel Street is an area of very high activity with a range of competing demands for on-road space. As a result, space for cyclists is limited and in close proximity to on-street car parking bays. In combination with traffic volumes and the high turnover of parking, this has contributed to a relatively high level of car dooring incidents, and concentration of crashes causing injury to cyclists. Chapel Street is regularly reported as one of the top ten locations for crashes involving cyclists in Melbourne.



## TRANSPORT CHALLENGES

### Access to public transport services

Stonnington's western suburbs contain some of the busiest public transport stops and interchanges. In addition to overcrowding on services (which prevents more people from using them), access to stops and interchanges is a growing issue. Poor integration with the street environment and other transport modes, accessibility and capacity are undermining the user experience and could discourage people from using public transport.

### Competing demands for street space and network efficiency

Stonnington's streets typically provide for multiple modes of transport, local access, on-street parking as well as serving place functions, which leads to competing demands across the network, contributing to congestion, safety and access issues.

The anticipated population growth in Stonnington's west, together with a growing workforce and business needs, will increase the number of people and trips accommodated by the network. Given the limited street space, a new approach is required to accommodate such increases in demand. The challenge will lie in determining which uses should be prioritised to best meet the needs of Stonnington's west. It will be important to consider the movement and place functions of the network.

# Stonnington's Western Suburbs

## RESPONSE – STRATEGIES AND ACTIONS

Stonnington's west requires a suite of strategies to manage growth pressures, that consider the balance of development, changes to local character, services, traffic and transport access (including improved pedestrian and cycling opportunities and parking and servicing impacts).

Priorities for transport in Stonnington's west include:

CHALLENGE	RESPONSE
High-density development and demands on street space	<ul style="list-style-type: none"> <li>» Continue to promote development and intensity of activity around high- quality sustainable transport.</li> <li>» Review use of street space, prioritising pedestrian movement, cycle safety and accessible public space, while retaining servicing access.</li> </ul>
Cycle safety	<ul style="list-style-type: none"> <li>» Develop safer streets for cyclists.</li> </ul>
Access to public transport services	<ul style="list-style-type: none"> <li>» Address capacity and access issues at public transport hubs. Upgrade pedestrian networks ensuring pathways between key origins and destinations prioritise safety, space, connectivity and meet best practice standards.</li> </ul>
Competing demands for street space and network efficiency	<ul style="list-style-type: none"> <li>» Identify network objectives and priorities to manage competing demands.</li> <li>» Encourage the use of more sustainable, space-efficient modes of travel (including walking, cycling, public transport and car-share) and reduce the number of non-essential vehicle trips.</li> <li>» Maintain access for emergency vehicles, deliveries and servicing. Promote the productive use of kerbside lanes (e.g. retention of short-term parking and on-street loading bays where appropriate and encouraging servicing out of hours to minimise disruption).</li> </ul>

## ACTIONS

### Continue to promote development around high-quality sustainable transport

W1	Encourage the development of transit-oriented development at key public transport hubs, including railway stations. Support the development of the South Yarra Station precinct masterplan.
W2	Work with neighbouring LGAs to understand the impacts and access requirements of major development sites outside Stonnington, and encourage the planning and development of sustainable transport connections. Key areas include the Cremorne and Church Street South major employment precinct.



## ACTIONS

### Review use of street space

W3	Identify a pedestrian priority network for the highest level of pedestrian facilities/ services (such as through the Chapel Street Precinct and public transport hubs). Deliver priority measures to reduce overcrowding. These should consider: widening footways, reducing crossing distances, minimising waiting times at signalised crossings, converting laneways into shared zones with lower speed limits, etc.
W4	Consider establishing design and development overlays in priority areas (such as near activity centres) to support the creation of new walking and cycling links.
W5	Reduce street clutter to address footpath crowding issues (particularly in activity centres and around public transport hubs), including reviewing the Footpath Trading and Awnings Policy to provide appropriate design standards and enforcement practices.

### Develop safer streets for cyclists

W6	Undertake a review of local roads with a record of serious cycle crashes and implement measures to reduce identified risks. Chapel Street will be a key priority.
W7	Review speed limits where appropriate, with a priority focus on popular cycle routes.
W8	Work with schools to provide walking and cycling priority access at key entrances. This could include separate walking and cycling facilities from vehicles or additional crossing points to improve accessibility by foot and bicycle. Prahran High School would be a good pilot study.

### Address capacity and access issues at public transport hubs

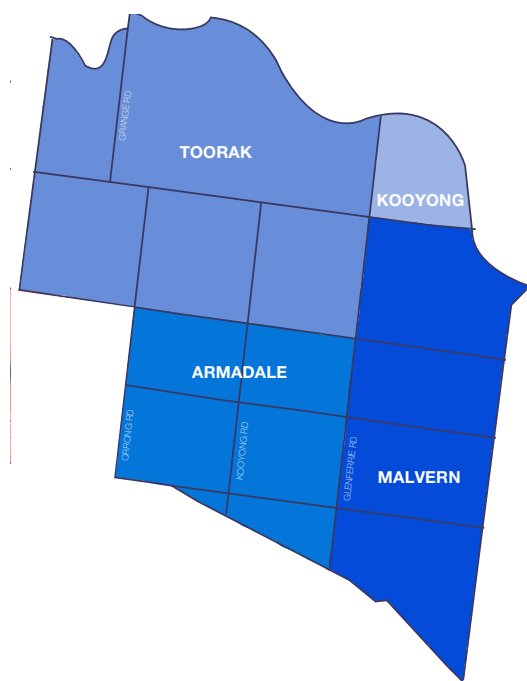
	Support and contribute to the South Yarra Station redevelopment to facilitate local access, DDA compliance and improved service provision.
	Advocate for further station upgrades in line with the recommendations of State Government Station Access Plans. High demand rail stations (such as Prahran and Windsor) form a priority

### Manage competing demands and improve network efficiency

W11	Work with State Government and other relevant stakeholders to identify network and mode priorities. Priority areas include: <ul style="list-style-type: none"> <li>» Chapel Street, with consideration of Chapel St ReVison Structure Plan (including Jam Factory redevelopment)</li> <li>» Toorak Road, with the redevelopment of South Yarra Station and fully accessible tram stops</li> <li>» Punt Road, in consultation with State Government and City of Melbourne</li> </ul>
W12	Review and reform on-street car parking to maximise the efficient use of street space, optimise deliveries and servicing, and maintain access for those who need it. Key considerations should include: areas for road space reallocation, management options for areas of high demand (such as time restrictions and pricing structures), making more efficient use of on-street loading, and the role of taxi ranks.
W13	Identify further locations for convenient car share spaces in accordance with Council policy.
W14	Update the resident parking permit scheme to better manage and allocate parking provision in activity centres and areas with good public transport access.

# Stonnington's Central Suburbs

## OVERVIEW



Stonnington's central suburbs are Toorak, Armadale, Malvern and Kooyong, bounded by the Monash Freeway to the north, Dandenong Road to the south and Williams Road and Tooronga Road between the western and eastern suburbs.

The area captures lower density residential precincts, with areas of commercial land use (largely centred on the main shopping strips), civic, health and educational establishments. Malvern/Armadale and Toorak Village are identified as Major Activity Centres in Plan Melbourne, providing a suburban focal point for services, employment, housing, public transport and social interaction.

Employment and population growth is forecast to be more moderate, however areas such as Malvern Central and the Dandenong Road entry form strategic development sites.

The area is characterised by an older demographic profile, with higher proportions of those aged over 60 years. There are increasing levels of car ownership and use. In conjunction with high levels of though traffic this has significant impacts on network efficiency and the performance (and attractiveness) of more sustainable modes.

## KEY CHARACTERISTICS



Home to over 33,000 residents, forecast to increase to approximately 42,000 by 2036. Older demographic profile, 19% aged 35 to 49 years, 27% over 60 years



High proportions of older couples without children



Lower population density, low of 20 persons per hectare in Kooyong. Contains >16,000 jobs, forecast to increase by >7,000 additional jobs by 2036



High car ownership, approx. 90% have access to one or more vehicles



Lower sustainable transport uptake, 24% use public transport, 2% cycle and 4% walk to work.

## COMMITTED PROJECTS



The Victorian Government Budget 2018/19 provided \$3 million for design and planning works to begin on a new tram route to connect Caulfield and Rowville.

There is also a \$475 million Federal commitment to Monash Rail (Caulfield to Rowville), advocating a heavy rail option.



Toorak Road level crossing removal in Kooyong is currently under development. Its removal will address congestion on Toorak Road, and improve safety for drivers and pedestrians.



# Stonnington's Central Suburbs

## TRANSPORT CHALLENGES

### Congestion

Congestion is already a key issue on parts of the network. Within the central suburbs, this congestion is intensified by increasing private vehicle use, greater levels of through-traffic and pinch points on the network.

Congested conditions impact the performance and attractiveness of alternative modes with trams and buses subject to similar delays where there is no dedicated infrastructure. Roads such as High Street and Toorak Road are a particular source of frustration for motorists and public transport users, and have been identified as at capacity<sup>8</sup>. Congestion costs metropolitan Melbourne in the order of \$4.6 billion per year, this is forecast to rise to \$10.2 billion by 2030<sup>9</sup>.

### Impacts of through-traffic

Many people who drive through Stonnington are passing through with business elsewhere. Toorak Road, Glenferrie Road and Malvern Road are three of the primary streets in the municipality used as thoroughfares, with between 30-50 per cent of vehicles on these roads through-traffic. Toorak Road, in particular, provides the last off-ramp for traffic before the City Link tunnel; travel west of Toorak Road towards the CBD is tolled, which can further encourage rat-running through Stonnington. Traffic congestion on arterial routes can lead to traffic filtering through residential areas as drivers attempt to bypass peak-period traffic queues. High proportions of through-traffic are also observed on Wattletree Road and Orrong Road.

Through-traffic can contribute to congestion, impact urban amenity and local access, and impede public transport, walking and cycling, without contributing directly to the productivity of the municipality.

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8 Infrastructure Victoria, 2018. Five-Year Focus Immediate actions to tackle congestion. <http://www.infrastructurevictoria.com.au/wp-content/uploads/2019/04/WEB-VERSION-Five-Year-Focus-Immediate-actions-to-tackle-congestion-April-20181.pdf>

9 Bureau of Infrastructure, Transport and Regional Economics (BITRE), 2015. Traffic and congestion cost trends for Australian capital cities [https://bitre.gov.au/publications/2015/files/is\\_074.pdf](https://bitre.gov.au/publications/2015/files/is_074.pdf)



## TRANSPORT CHALLENGES

### Pedestrian accessibility

The volume of motor traffic and lack of suitable and convenient crossing opportunities on the arterial road network can act as a barrier to pedestrians and cyclists. This has particular impacts on road safety and accessibility to Stonnington's major activity centres. Crashes involving pedestrians and cyclists in recent years have been concentrated on the main arterial roads and through the key retail areas.

There are also areas across the central suburbs where the walking environment deteriorates. In general, the walking environment of station precincts is poor, exacerbated by footpath quality, limited crossing facilities and poor transfer between modes. The minor retail areas in the neighbourhood centres also tend to have less pedestrian friendly environments.

### On-street parking

Car parking is often identified as an issue in need of addressing. Parking pressures have been highlighted throughout the development of the Draft Activity Centres Strategy and Precinct Structure Plans, with increasing demand for on-street parking identified. This adds to congestion, as people search for spaces, and can place pressure on surrounding residential streets for parking.



# Stonnington's Central Suburbs

## RESPONSE – STRATEGIES AND ACTIONS

Stonnington's central suburbs require a suite of strategies to manage network performance that consider current travel patterns and external impacts. Important components will include minimising the barriers to increased public and active transport use, as well as reducing the number of non-essential vehicle trips.

Priorities for transport in Stonnington's central suburbs include:

CHALLENGE	RESPONSE
Congestion and on-road public transport	» Establish clear streets hierarchy and users priorities
Through-traffic	» Increase priority for buses and trams along congested roads identified as tram/bus priority routes, and at major intersections
Pedestrian accessibility and safety	» Establish clearly defined pedestrian access routes to key destinations and manage road crossing points » Address areas of pedestrian/cyclist/tram/vehicular conflict
On-street parking	» Maximise the use of existing car parking facilities through parking management measures



## ACTIONS

### Manage competing demands and increase public transport priority

C1	<p>Work with State Government and other relevant stakeholders to identify network and mode priorities, and relevant projects for increased priority for buses and trams (such as time-based right-turn bans, bus priority lanes and signalling at major intersections). Priority areas include:</p> <ul style="list-style-type: none"> <li>» High Street, with consideration of the Glenferrie Road - High Street Activity Centre Structure Plan</li> <li>» Malvern Road, to determine priorities and balance competing demands, and with consideration of Hawksburn Village Structure Plan</li> <li>» North-south corridors (e.g. Williams Road, Orrong Road, Burke Road), to identify preferred routes for different modes between the northern and southern boundaries of the municipality and facilitate efficient access to these routes</li> </ul>
C2	<p>Continue to work with State Government and relevant stakeholders including the Level Crossing Removal Authority to prioritise and promote the maximum local benefit from the proposed grade separation at Toorak Road (major works anticipated until 2021).</p>
C3	<p>Advocate to State Government for the grade separation of the Glenferrie Road level crossing to ease the bottleneck for traffic travelling north-south</p>

### Minimise through-traffic

C4	<p>Minimise through-traffic and rat-running on local roads and contain it to freeways and arterial roads through local area traffic management measures. Key roads for consideration include Malvern Road and Wattletree Road.</p>
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### Establish clearly defined, safe pedestrian routes

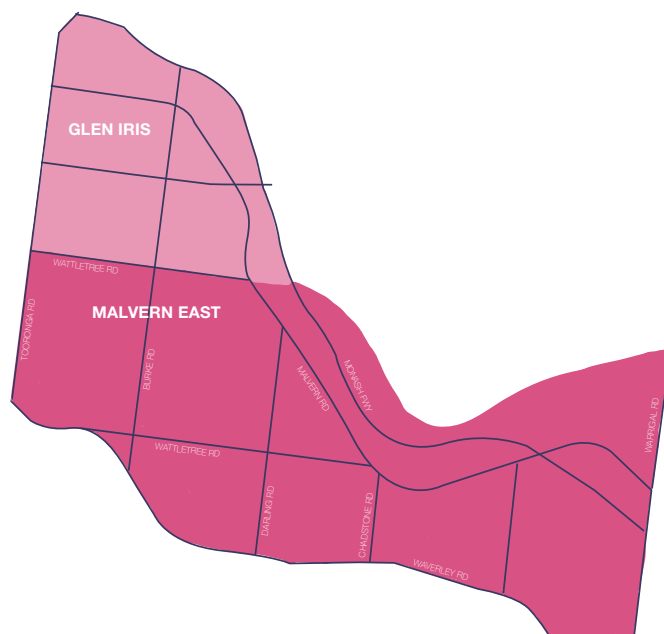
C5	<p>Identify and construct/advocate to State Government for new pedestrian crossings in key locations that have high pedestrian demand or a history of serious injury/fatality to improve connectivity and safety between residential areas, schools, activity centres and public transport nodes.</p>
C6	<p>Identify priority locations for increased pedestrian and cyclist priority at signalised crossings to minimise waiting times in areas of high demand. Work with State Government to deliver upgrades at identified signalised crossings.</p>
C7	<p>Advocate for station upgrades in line with the recommendations of Department of Transport's Station Access Plans, with a focus on pedestrian accessibility, safety and wayfinding. Malvern, Hawksburn, Toorak, Armadale and Heyington stations are key stations for consideration in the central suburbs.</p>
C8	<p>Review bicycle parking and end-of-trip facilities at key destinations, such as train stations, and increase supply in locations of high demand.</p>

### Maximise the use of existing car parking facilities

C9	<p>Review on-street and off-street car parking requirements. Key considerations should include: management options for areas of high demand (such as time restrictions and pricing structures), the utilisation of emerging technologies to maximise the use of existing assets (such as parking sensors), off-street upgrades (such as improving security with new CCTV and lighting, improving access between parking areas and key destinations with new and upgraded footpaths).</p>
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# Stonnington's Eastern Suburbs

## OVERVIEW



Located on the south-eastern edge of the municipality, the suburbs of Glen Iris and Malvern East form the largest of the three areas in Stonnington. The suburbs are bounded by the Monash Freeway to the north, Warrigal Road to the east and Dandenong Road to the south.

The east includes lower density residential areas, including a large number of families and young people, with major commercial and educational clusters. The suburbs are home to the major retail precinct Chadstone, which employs over 5,000 workers and draws a significant number of interstate and international tourists, approximately 400,000 per year. Holmesglen TAFE and Monash University (Caulfield) are also located across the southern municipal border in the City of Glen Eira.

These form key precincts for further services and jobs growth.

Despite an extensive network, public transport accessibility is not as strong in the eastern suburbs as further west. In conjunction with lower density land use, there is higher private vehicle ownership and use.

## KEY CHARACTERISTICS



Home to over 31,000 residents, forecast to increase to approximately 42,000 by 2036 Younger demographic profile, 20% aged 35 to 49 years, 20% under 17 years



High proportion of families



Lower population density, of approximately 32 persons per hectare



Contains >12,000 jobs, forecast to increase by >5,000 additional jobs by 2036 High car ownership, approx. 90% have access to one or more vehicles



Low sustainable transport use, 22% use public transport, 2% cycle and 3% walk to work.

## COMMITTED PROJECTS



Monash Freeway Upgrade Stage 2 will add an extra lane between Warrigal Road and Eastlink (anticipated opening 2022/23).



Planning for a proposed tram/heavy rail route to connect Caulfield and Rowville via Chadstone.



# Stonnington's Eastern Suburbs

## TRANSPORT CHALLENGES

### Car dependency

Car based transport is the dominant mode for both journeys to work and other trips within the eastern suburbs (well above the Stonnington average), partly attributable to development and settlement patterns and more limited access to transport choices.

Tram routes terminate (or divert north) by Malvern East and no tram routes currently operate in the far east of the municipality, between Malvern East and Warrigal Road. The existing bus network also fails to meet gaps in the fixed rail network and does not sufficiently link the fixed rail network with major hubs. As such, higher proportions of rail station access by car are observed at East Malvern, Glen Iris, Darling and Holmsglen stations.

There is also more limited uptake of walking and cycling as modes of travel, impacted by gaps in the network, deficiencies in infrastructure, and safety and security concerns.

### Network capacity and congestion

Car dependency can result in high traffic demands and routine congestion in the east. This is exacerbated by pinch points on the network, such as the level crossings on High Street and Tooronga Road. Between 14,000 and 28,000 vehicles travel through the level crossings each day. Current network plans involve increasing train services on the Glen Waverley line, meaning more boom gate down time.



## TRANSPORT CHALLENGES

### Impacts of through-traffic

A significant proportion of commuting trips are people passing through Stonnington with business elsewhere. Through traffic is more prevalent on some local roads in the eastern suburbs, due to proximity effects of neighbouring municipalities. Over 30 per cent of traffic on Malvern Road, Wattleree Road, Darling Road and Belgrave Road is through traffic.

Reducing the amount of through-traffic would free up road space for reallocation for more productive uses.

### Intensification of land use and demands on street space

Stonnington's eastern suburbs are facing demand for infill development combined with more intensive growth in key precincts, including the expansion of Chadstone Shopping Centre and the growth of Monash University (Caulfield). Population, employment and visitor growth will ultimately increase demand for travel. Given existing travel patterns and the more limited public transport accessibility in the east, this could increase demand for car-based travel. Congestion is already an issue on parts of the road network, particularly at peak times.

The supply and management of on-street car parking is also a challenge. Demand is high in areas close to neighbourhood centres, education and train stations, which can create conflicts with residents in surrounding areas, particularly those who have limited access to private off-street parking.

To accommodate growing activity in Stonnington's east, consideration of a broader range of parking management practices and tools (that recognise not all suburbs contain the same types of activity or level of accessibility) will be required. These should be developed through a comprehensive review of supply, demand and management options (e.g. through the development of a parking management strategy, permit scheme review).

# Stonnington's Eastern Suburbs

## RESPONSE – STRATEGIES AND ACTIONS

Stonnington's eastern suburbs require a suite of strategies to manage travel demand. It is acknowledged that the network will be unable to absorb additional traffic volumes; so making the most of existing networks, ensuring they perform their desired function and are safe and resilient, and harness the benefits of current investments is important.

There are also opportunities to prioritise pedestrians, improve cycling routes and public transport options to support the transition from a car dependent population to sustainable travel. Critical to this will be improving connections between growing education precincts and major activity centres, delivering new and improved north-south connections and closing gaps in the cycling network.

Priorities for transport in Stonnington's eastern suburbs include:

CHALLENGE	RESPONSE
Car dependence	<ul style="list-style-type: none"> <li>» Reduce car dependence and usage through the provision of safe and efficient alternatives</li> <li>» Increase the attractiveness of walking and cycling through eliminating 'missing links' and 'missing connections' in the network</li> <li>» Encourage sustainable travel behaviours</li> </ul>
Network capacity and congestion	<ul style="list-style-type: none"> <li>» Address network pinch points</li> </ul>
Through-traffic	<ul style="list-style-type: none"> <li>» Minimise through-traffic across the municipality and contain it to freeways and arterial roads</li> </ul>
Intensification of land use and demands on street space	<ul style="list-style-type: none"> <li>» Co-ordinate land use and transport delivery to provide high levels of accessibility as development occurs.</li> <li>» Review the supply and management of on-street parking</li> </ul>

## ACTIONS

### Reduce car dependence through the provision of safe and efficient alternatives

E1	Support a review and redesign of tram and bus routes to improve the coverage and efficiency of the public transport network in the east (refer Stonnington's Public Transport Advocacy Statement).
E2	Consult with State Government as part of the Caulfield-Rowville light/heavy rail project to help inform the development so that it is accessible and integrates well with Stonnington's transport network.



## ACTIONS

### Increase the attractiveness of walking and cycling

E3	Establish a local street network of high-quality pedestrian routes that are safe, comfortable and accessible. This could be achieved through footpath widening, installing formal and informal crossings, kerb extensions and other tools. Routes to neighbourhood centres and schools should be prioritised.
E4	Make local streets safer and more attractive for cycling. Approaches could include traffic calming, traditional painted lanes, contra-flow lanes, cut-throughs/short-cuts and other treatments. Priority routes include those that feed into main bicycle routes.
E5	Review bicycle parking and end-of-trip facilities at key destinations, such as activity and neighbourhood centres, and increase supply in locations of high demand (including consideration of future demand with the growth of strategic sites).
E6	In conjunction with the Draft Recreation Strategy, review and upgrade infrastructure to encourage cycle use on recreational trails. Key aspects for consideration should include width, surface quality, gradient, lighting and signage. Priority routes include the Scotchmans Creek and Gardiners Creek shared paths.
E7	Expand 'Way Found' wayfinding initiative and incorporate cycling.

### Encourage sustainable travel behaviours

E8	Encourage and support the preparation of 'Green Travel Plans' at schools and the TAFE for students and staff.
E9	Support local schools in participating in VicHealth's annual 'Walk to School' program and Bicycle Network's 'Ride2School' program, drawing on successful actions and campaigns from other municipalities.

### Address network pinch points

E10	Advocate to State Government for the grade separation of the Burke Road and High Street level crossing to ease bottlenecks for traffic and improve accessibility to the Freeway
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### Minimise through-traffic

E11	Minimise through-traffic and rat-running on local roads and contain it to freeways and arterial roads through the implementation of local area traffic management measures. Key roads for consideration include Malvern Road, Wattletree Road, Darling Road and Belgrave Road.
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### Co-ordinate land use and transport delivery

E12	Work with Chadstone Shopping Centre to encourage further improvements to the transport strategy and sustainable transport access to the site.
E13	Work with neighbouring LGAs to understand the impacts and access requirements of major development sites outside Stonnington, and encourage the planning and development of sustainable transport connections. Key areas include the expansion of Monash University (Caulfield).

### Review the supply and management of on-street parking

E14	Comprehensive review of on-street car parking requirements. Key considerations should include: current supply, management options for areas of high demand and competing uses (such as time restrictions, parking permits or pricing structures), parking enforcement, and the utilisation of emerging technologies to maximise the use of existing assets (such as parking sensors).
E15	Update the resident parking permit scheme to better manage and allocate parking provision in activity centres and areas with good public transport access.

# Area-wide actions

## STRATEGIC RESPONSE

Over-arching strategies and actions to address transport challenges across the municipality:

CHALLENGE	RESPONSE
Managing growth	» Integrated land use and transport planning
Creating space for pedestrians and cyclists	» Prioritise active transport investments
improving teh accessibility and attractiveness of public transport	» Advocate for better public transport
Network capacity and congestion	» Prioritise the efficient movement of people and goods
Technological change	» Build flexibility and adaptability in to the network

## ACTIONS

Integrated land use and transport planning	
A1	Advocate to State Government for the development of an Transport Strategy for Melbourne to guide continued growth and the development of transport across the metropolitan area.
Prioritise active transport investments	
A2	Advocate to State Government for accelerated investment in the roll-out of Victoria's Strategic Cycling Corridors along declared roads to create a cohesive cycling network.
A3	In conjunction with IMAP and adjacent councils, seek to develop consistent bicycle network design standards/principles to deliver best practice bicycle infrastructure.
A4	Finalise the update of the Stonnington Cycling Strategy and develop a program of works to deliver a high- quality cycle network.
A5	Identify opportunities to strengthen the requirements in the Planning Scheme to increase bicycle parking provisions and end-of-trip facilities in all new buildings.
A6	Develop a Walking Strategy for the municipality to address, encourage and promote an increased walking mode share. (Develop in line with actions such as W4, C5, C6, E4).
Advocate for better public transport	
A7	Advocate for increased capacity and more frequent train services, particularly at peak times, at stations throughout Stonnington.
A8	Work with State Government to improve tram priority on the road network.
A9	Advocate for upgraded bus services that coordinate fully with train and tram services at interchanges. Work with State Government to improve bus priority on the road network and support new bus technology.
A10	Advocate for a public transport network that is accessible for all.
Prioritise the efficient movement of people	
A11	As part of any future structure plan development or review, incorporate a strategic assessment (e.g. through a movement and place assessment) to establish integrated transport network priorities.
A12	Develop a Parking and Kerbside Management Plan to support the review and reform of car-parking across the municipality. (Develop in line with actions such as W13, C9 and E14).
Build flexibility and adaptability in to the network	
A13	Work with State Government to establish policy positions on emerging transport technologies, such as autonomous vehicles, that could impact the operation/efficiency of the road network. Where appropriate, support trials, pilots and evaluations to fully understand impacts.
A14	In line with the Sustainable Environment Strategy, investigate ways to support the transition to electric vehicles within the community including facilitating access to charging infrastructure.







## Implementation

The Stonnington TS sets the strategic direction for the municipality's transport network over the next five years and supports the vision of Stonnington as an inclusive, healthy, creative, sustainable and smart community.

Council has a significant role to play in achieving the future transport needs of Stonnington. This will require establishing appropriate governance structures and allocating sufficient resources to effectively deliver and monitor strategy actions. Delivery will be complemented by more detailed plans and guidance documents, to identify key actions to achieve the overall strategic direction.

While Council manages many aspects of Stonnington's transport network, many key areas (such as public transport and major roads) are the responsibility of other agencies. A number of actions will require a high degree of support and action from the State Government and the private sector, who will be largely responsible for achieving them. In these cases, Council's role will be to influence and advocate for change to achieve positive outcomes for the municipality.

Action is critical to realising the strategy, and ultimately supporting the lifestyle, environment and economy in Stonnington, but Council cannot do it alone. Achieving the strategic actions will be reliant on strong partnerships and engagement across all levels of government, private industry and with the community.

Refer to Appendix B for a summary of the actions.



# Appendix A

## Glossary

<b>ABBREVIATION</b>	<b>DESCRIPTION</b>
ABS	Australian Bureau of Statistics
ATV	Active Transport Victoria
BITRE	Bureau of Infrastructure, Transport and Regional Economics
CBD	Central Business District
DDA	Commonwealth Disability Discrimination Act 1992
DoT	Department of Transport
IMAP	Inner Melbourne Action Plan
TS	Transport Strategy
IV	Infrastructure Victoria
LGA	Local Government Authority
LXRA	Level Crossing Removal Authority
M1	Monash Freeway
NEC	National Employment Cluster
PBN	Principal Bicycle Network
PTV	Public Transport Victoria
SCC	Strategic Cycling Corridor
TAC	Transport Accident Commission
TIA	Transport Integration Act
VPA	Victorian Planning Authority



# Appendix B

## Action Summaries

The following pages provide a summary of the strategy, including the following for each area:

- » Challenges
- » Response
- » Actions

All recommended strategic transport actions have been allocated to one of three categories. This will enable Council to prioritise actions which require more immediate attention, while recognising those which will have the greatest benefit over the longer-term.

The categories are:

- » Short-term - high priority projects that are generally within Council's control and can be delivered quickly.
- » Medium-term - projects that will require a greater level of planning, investment and stakeholder engagement or partnerships.
- » Longer-term - more complex or higher cost infrastructure projects which will require a longer delivery timeframe. There may, however, be short or medium-term supporting actions that can be progressed.

# Western Suburbs Action Summary

## INDICATIVE TIME-FRAME

SHORT MEDIUM LONG

### Challenge: High-density development and demands on street space

Response: Continue to promote development around high-quality sustainable transport Review use of street space

W1	Encourage the development of transit-oriented development at key public transport hubs, including railway stations. Support the development of the South Yarra Station Precinct masterplan.			
W2	Work with neighbouring LGAs to understand the impacts and access requirements of major development sites outside Stonnington, and encourage the planning and development of sustainable transport connections. Key areas include the Cremorne and Church Street South major employment precinct.			
W3	Identify a pedestrian priority network for the highest level of pedestrian facilities/services (such as through the Chapel Street Precinct and public transport hubs). Deliver priority measures to reduce overcrowding. These should consider: widening footways, reducing crossing distances, minimising waiting times at signalised crossings, converting laneways into shared zones with lower speed limits etc.			
W4	Consider establishing design and development overlays in priority areas (such as near activity centres) to support the creation of new walking and cycling links.			
W5	Reduce street clutter to address footpath crowding issues (particularly in activity centres and around public transport hubs), including reviewing the Footpath Trading and Awnings Policy to provide appropriate design standards and enforcement practices.			

### Challenge: Cycle safety

Response: Develop safer streets for cyclists

W6	Undertake a review of local roads with a record of serious cycle crashes and implement measures to reduce identified risks. Chapel Street will be a key priority.			
W7	Review speed limits where appropriate, with a priority focus on popular cycle routes.			
W8	Work with schools to provide walking and cycling priority access at key entrances. This could include separate walking and cycling facilities from vehicles or additional crossing points to improve accessibility by foot and bicycle. Prahran High School would be a good pilot study.			

INDICATIVE TIME-FRAME  
SHORT MEDIUM LONG

**Challenge: Access to public transport services**

Response: Address capacity and access issues at public transport hubs

W9	Support and contribute to the South Yarra Station redevelopment to facilitate local access, DDA compliance and improved service provision.			
W11	Advocate for further station upgrades in line with the recommendations of State Government Station Access Plans. High demand rail stations (such as Prahran and Windsor) form a priority.			

**Challenge: Competing demands for street space and network efficiency**

Response: Manage competing demands and improve network efficiency

W10	Work with State Government and other relevant stakeholders to identify network and mode priorities. Priority areas include: <ul style="list-style-type: none"> <li>» Chapel Street, with consideration of Chapel St ReVison Structure Plan (including Jam Factory redevelopment)</li> <li>» Toorak Road, with the redevelopment of South Yarra Station and fully accessible tram stops</li> <li>» Punt Road, in consultation with State Government and City of Melbourne</li> </ul>			
W12	Review and reform on-street car parking to maximise the efficient use of street space, optimise deliveries and servicing, and maintain access for those who need it. Key considerations should include: areas for road space reallocation, management options for areas of high demand (such as time restrictions and pricing structures), making more efficient use of on-street loading, and the role of taxi ranks.			
W13	Identify further locations for convenient car share spaces in accordance with Council policy.			
W14	Update the resident parking permit scheme to better manage and allocate parking provision in activity centres and areas with good public transport access.			



# Central Suburbs Action Summary

## INDICATIVE TIME-FRAME

SHORT    MEDIUM    LONG

### Challenge: Congestion and on-road public transport

Response: Manage competing demands and increase public transport priority

C1	<p>Work with State Government and other relevant stakeholders to identify network and mode priorities, and relevant projects for increased priority for buses and trams (such as time- based right-turn bans, bus priority lanes and signalling at major intersections). Priority areas include:</p> <ul style="list-style-type: none"> <li>» High Street, with consideration of the Glenferrie Road - High Street Activity Centre Structure Plan.</li> <li>» Malvern Road, to determine priorities and balance competing demands, and with consideration of Hawksburn Village Structure Plan.</li> <li>» North-south corridors (e.g. Williams Road, Orrong Road, Burke Road), to identify preferred routes for different modes between the northern and southern boundaries of the municipality and facilitate efficient access to these routes.</li> </ul>			
C2	<p>Continue to work with State Government and relevant stakeholders including the Level Crossing Removal Authority to prioritise and promote the maximum local benefit from the proposed grade separation at Toorak Road (major works anticipated until 2021).</p>			
C3	<p>Advocate to State Government for the grade separation of the Glenferrie Road level crossing to ease the bottleneck for traffic travelling north-south.</p>			

### Challenge: Through-traffic

Response: Minimise through-traffic

C4	<p>Minimise through-traffic and rat-running on local roads and contain it to freeways and arterial roads through local area traffic management measures. Key roads for consideration include Malvern Road and Wattletree Road.</p>			
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**INDICATIVE TIME-FRAME**  
**SHORT    MEDIUM    LONG**

**Challenge: Pedestrian accessibility and safety**  
 Response: Establish clearly defined, safe pedestrian routes

C5	Identify and construct/advocate to State Government for new pedestrian crossings in key locations that have high pedestrian demand or a history of serious injury/fatality, to improve connectivity and safety between residential areas, schools, activity centres and public transport nodes.			
C6	Identify priority locations for increased pedestrian and cyclist priority at signalised crossings to minimise waiting times in areas of high demand. Work with State Government to deliver upgrades at identified signalised crossings.			
C7	Advocate for station upgrades in line with the recommendations of Department of Transport’s station access plans, with a focus on pedestrian accessibility, safety and wayfinding. Malvern, Hawksburn, Toorak, Armadale and Heyington stations are key stations for consideration in the central suburbs.			
C8	Review bicycle parking and end-of-trip facilities at key destinations, such as train stations, and increase supply in locations of high demand.			

**Challenge: On-street parking**  
 Response: Maximise the use of existing car parking facilities

C9	Review on-street and off-street car parking requirements. Key considerations should include: management options for areas of high demand (such as time restrictions and pricing structures), the utilisation of emerging technologies to maximise the use of existing assets (such as parking sensors), off-street upgrades (such as improving security with new CCTV and lighting, improving access between parking areas and key destinations with new and upgraded footpaths).			
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# Eastern Suburbs Action Summary

INDICATIVE TIME-FRAME  
SHORT MEDIUM LONG

Challenge: Car dependence				
Response: Reduce car dependence through the provision of safe and efficient alternatives. Increase the attractiveness of walking and cycling. Encourage sustainable travel behaviours.				
E1	Support a review and redesign of tram and bus routes to improve the coverage and efficiency of the public transport network in the east (refer Stonnington's Public Transport Advocacy Statement).			
E2	Consult with State Government as part of the Caulfield-Rowville light/heavy rail project to help inform the development so that it is accessible and integrates well with Stonnington's transport network.			
E3	Establish a local street network of high-quality pedestrian routes that are safe, comfortable and accessible. This could be achieved through footpath widening, installing formal and informal crossings, kerb extensions and other tools. Routes to neighbourhood centres and schools should be prioritised.			
E4	Make local streets safer and more attractive for cycling. Approaches could include traffic calming, traditional painted lanes, contra-flow lanes, cut-throughs/short-cuts and other treatments. Priority routes include those that feed into main bicycle routes.			
E5	Review bicycle parking and end-of-trip facilities at key destinations, such as activity and neighbourhood centres, and increase supply in locations of high demand (including consideration of future demand with the growth of strategic sites).			
E6	In conjunction with the Draft Recreation Strategy, review and upgrade infrastructure to encourage cycle use on recreational trails. Key aspects for consideration should include width, surface quality, gradient, lighting and signage. Priority routes include the Scotchmans Creek and Gardiners Creek shared paths.			
E7	Expand 'Way Found' wayfinding initiative and incorporate cycling.			
E8	Encourage and support the preparation of 'Green Travel Plans' at schools and the TAFE for students and staff.			
E9	Support local schools in participating in VicHealth's annual 'Walk to School' program and Bicycle Network's 'Ride2School' program, drawing on successful actions and campaigns from other municipalities.			



INDICATIVE TIME-FRAME  
SHORT MEDIUM LONG

<b>Challenge: Network capacity and congestion</b>				
<b>Response: Address network pinch points</b>				
E0	Advocate to State Government for the grade separation of the Burke Road and High Street level crossing to ease bottlenecks for traffic and improve accessibility to the Freeway			
<b>Challenge: Through-traffic</b>				
<b>Response: Minimise through-traffic</b>				
E11	Minimise through-traffic and rat-running on local roads and contain it to freeways and arterial roads through the implementation of local area traffic management measures. Key roads for consideration include Malvern Road, Wattletree Road, Darling Road and Belgrave Road.			
<b>Challenge: Intensification of land use and demands on street space</b>				
<b>Response: Co-ordinate land use and transport delivery Review the supply and management of on-street parking</b>				
E12	Work with Chadstone Shopping Centre to encourage further improvements to the Transport Strategy and sustainable transport access to the site.			
E13	Work with neighbouring LGAs to understand the impacts and access requirements of major development sites outside Stonnington, and encourage the planning and development of sustainable transport connections. Key areas include the expansion of Monash University (Caulfield).			
E14	Comprehensive review of on-street car parking requirements. Key considerations should include: current supply, management options for areas of high demand and competing uses (such as time restrictions, parking permits or pricing structures), parking enforcement, and the utilisation of emerging technologies to maximise the use of existing assets (such as parking sensors).			
E15	Update the resident parking permit scheme to better manage and allocate parking provision in activity centres and areas with good public transport access.			

# Area-wide Action Summary

INDICATIVE TIME-FRAME  
SHORT MEDIUM LONG

<b>Challenge: Managing growth</b>		INDICATIVE TIME-FRAME		
Response: Integrated land use and transport planning		SHORT	MEDIUM	LONG
A1	Advocate to State Government for the development of an Transport Strategy for Melbourne to guide continued growth and the development of transport across the metropolitan area.			
<b>Challenge: Creating space for pedestrians and cyclists</b>		INDICATIVE TIME-FRAME		
Response: Prioritise active transport investments		SHORT	MEDIUM	LONG
A2	Advocate to State Government for accelerated investment in the roll-out of Victoria's Strategic Cycling Corridors along declared roads to create a cohesive cycling network.			
A3	In conjunction with IMAP and adjacent councils, seek to develop consistent bicycle network design standards/ principles to deliver best practice bicycle infrastructure.			
A4	Finalise the update of the Stonnington Cycling Strategy and develop a program of works to deliver a high-quality cycle network.			
A5	Identify opportunities to strengthen the requirements in the Planning Scheme to increase bicycle parking provisions and end-of-trip facilities in all new buildings.			
A6	Develop a Walking Strategy for the municipality to address, encourage and promote an increased walking mode share. (Develop in line with actions such as W4, C5, C6, E4).			
<b>Challenge: Improving the accessibility and attractiveness of public transport</b>		INDICATIVE TIME-FRAME		
Response: Advocate for better public transport		SHORT	MEDIUM	LONG
A7	Advocate for increased capacity and more frequent train services, particularly at peak times, at stations throughout Stonnington.			
A8	Work with State Government to improve tram priority on the road network.			
A9	Advocate for upgraded bus services that coordinate fully with train and tram services at interchanges. Work with State Government to improve bus priority on the road network and support new bus technology.			
A10	Advocate for a public transport network that is accessible for all.			

**INDICATIVE TIME-FRAME**  
**SHORT    MEDIUM    LONG**

<b>Challenge: Network capacity and congestion</b>				
Response: Prioritise the efficient movement of people				
A11	As part of any future structure plan development or review, incorporate a strategic assessment (e.g. through a movement and place assessment) to establish integrated transport network priorities.			
A12	Develop a Parking and Kerbside Management Plan to support the review and reform of car- parking across the municipality. (Develop in line with actions such as W13, C9 and E14).			
<b>Challenge: Technological change</b>				
Response: Build flexibility and adaptability in to the network				
E12	Work with State Government to establish policy positions on emerging transport technologies such as autonomous vehicles, that could impact the operation/efficiency of the road network. Where appropriate, support trials, pilots and evaluations to fully understand impacts.			
E13	In line with the Sustainable Environment Strategy, investigate ways to support the transition to electric vehicles within the community including facilitating access to charging infrastructure.			





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