



**JULY 2022**

# Walking Action Plan 2022–2030





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## Acknowledgment



The City of Stonnington acknowledges that we are on the Traditional Lands of the Wurundjeri Woi Wurrung and Bunurong peoples of the East Kulin Nations and pay our respect to their Elders past, present and emerging. We extend that respect to all Aboriginal and Torres Strait Islander peoples.



## A message from the Mayor



**Walking offers something for everyone. It supports good health and wellbeing, it helps grow social connections, it is good for the environment and it boosts our local economy. To make walking an attractive transport option, we need to provide a safe, comfortable walking environment for people of all abilities.**

The City of Stonnington's Walking Action Plan sets in place the vision, strategic priorities and actions that will ensure our walking environments and networks continue to be safe and accessible to people walking in and around our city.

Walking, whether unaided or with the assistance of a mobility device, is central to how we live and enjoy the vibrant precincts, parklands, river side trails and tree-lined streets of our neighbourhoods.

In Stonnington, walking is a well established mode of transport with more than 26 per cent of all journeys in 2018 made by walking. Since 1996, we have also seen a 37 per cent increase in the number of people who walk to work.

Considering most Stonnington residents live within a 10-minute walk of a shopping precinct, train, tram or bus, it is very likely the number of people choosing walking as their preferred mode of transport will continue to grow.

The Walking Action Plan supports our integrated approach to transport, as outlined in the City of Stonnington Integrated Transport Plan 2020, and will guide us to grow and renew our precincts and neighbourhoods while considering the walking environment.

By implementing the actions in the Walking Action Plan we hope to see even more people choosing walking as a means to enjoy the vibrant precincts and neighbourhoods our city has to offer.

## Executive Summary



Almost everything we do involves some form of walking and, whether on foot or with the help of a mobility device like a wheelchair or walking frame, walking is fundamental.

In Stonnington, walking is a popular recreation activity and active-transport option with tree-lined streets, thriving activity centres, shopping precincts and parklands within easy walking distance. Our location close to the CBD and a well-connected public transport system, makes walking for everyday trips accessible and enjoyable, with many people walking daily even if just as part of a longer journey.

Walking is important to the community as it improves health and wellbeing, and creates opportunities for social connection.

From an economic perspective, walking to activity centres is vital and those who walk there generally stay longer and spend more. Walking infrastructure is also a good transport investment and very space efficient requiring much less space than a road lane to move many more people. Walking is also free, saving on personal transport costs.

Walking is sustainable and swapping other modes of transport to walking is one of the most effective ways to reduce greenhouse gas emissions, noise and air pollution.

Local government is the tier of government most responsible for the provision of walking infrastructure. Promoting and increasing walking is a core focus of the Future Stonnington Council Plan 2021-25 and Community Vision, and as a short term action in the Integrated Transport Plan.

To develop the Walking Action Plan we engaged with the community to better understand their walking habits, what they enjoy about walking in Stonnington, and what issues and challenges we need to address to improve the city's walking environment. The Walking Action Plan is an evidence-based strategic document which outlines walking trends, and proposes initiatives and targets to address barriers to walking and guide Council action to encourage more people to walk more often.





In 2018  
**26.2%**  
of all journeys were made by walking (VISTA)



Since 1996, there's been a  
**37%**   
increase in the number of people who walk to work.



**51.6%** of the population walk each week, making it the most popular physical activity (VicHealth)



Walking infrastructure investment  
estimated  
**\$1 = \$13**  
Spent of economic benefit.

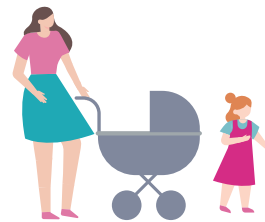
### What the Stonnington community told us

They love to walk for enjoyment, transport and exercise



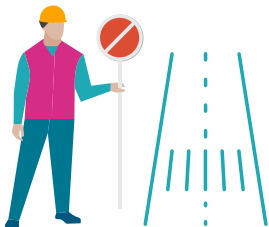
Residents would like to walk more often

They want to see barriers and challenges addressed to build an even more walkable city



### Issues and challenges

Safety concerns crossing roads with unsafe vehicle speeds or lack of pedestrian crossings



In many streets, footpaths are not wide enough for the number of people walking



Footpaths along some streets do not have convenient crossing opportunities

Access and inclusion challenges from urban design issues



Safety concerns from poor lighting and anti-social behaviour

## Walking Action Plan engagement lifecycle

The Walking Action Plan was developed through a series of community engagement programs, commencing in May 2021 when we sought to understand walking habits, satisfaction level, barriers to walking and ideas for improvement. More details are provided in the Appendices.

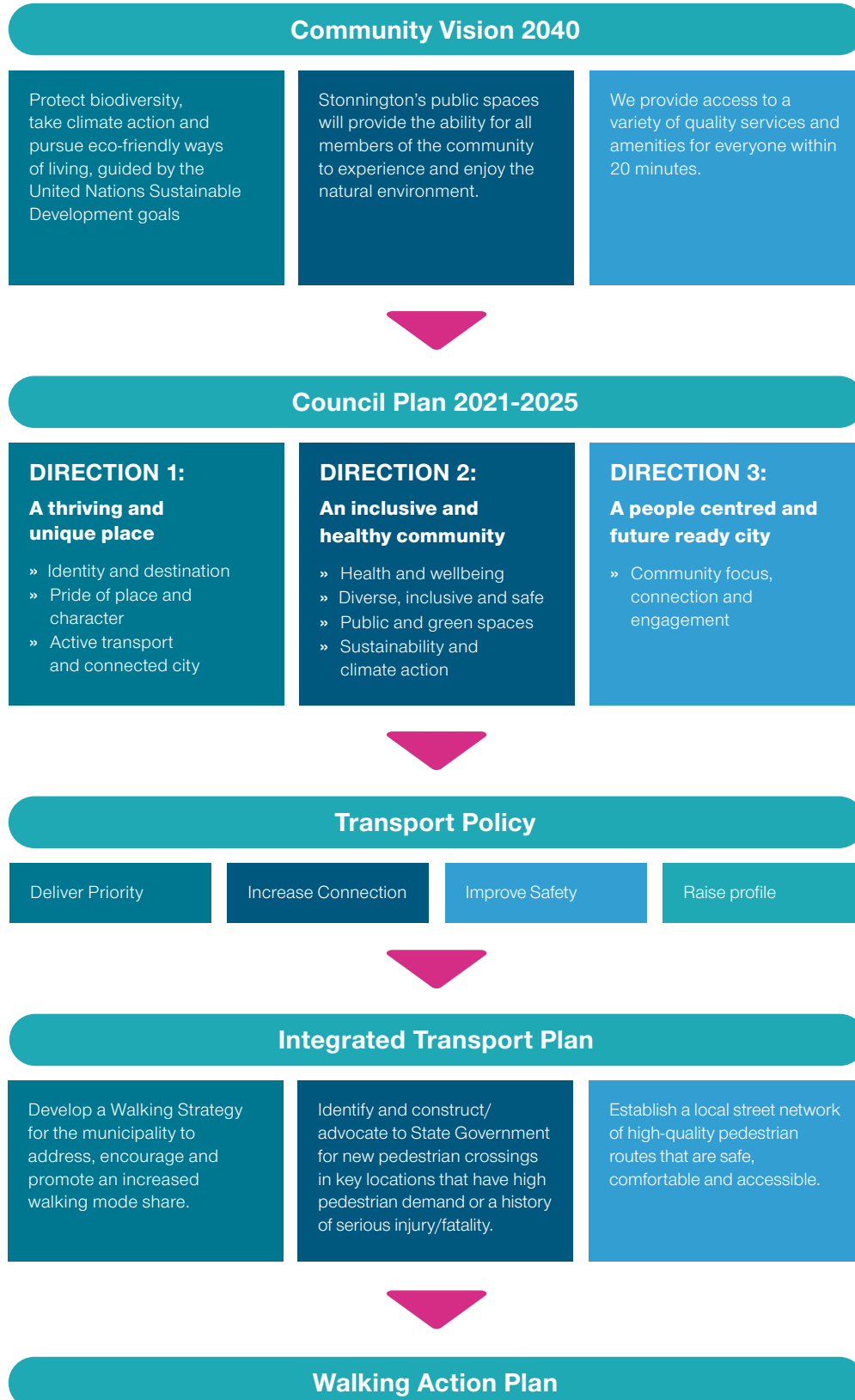
What we heard informed development of the draft Walking Action Plan, that was presented for community feedback in April 2022. Feedback from the April 2022 engagement informed changes to the draft before it was presented for Council adoption in June 2022.





## Link to Community Vision and Council Plan

The Walking Action Plan supports the vision and principles of the City of Stonnington Community Vision 2040, and strategic directions, objectives and priorities within the Council Plan 2021-2025.



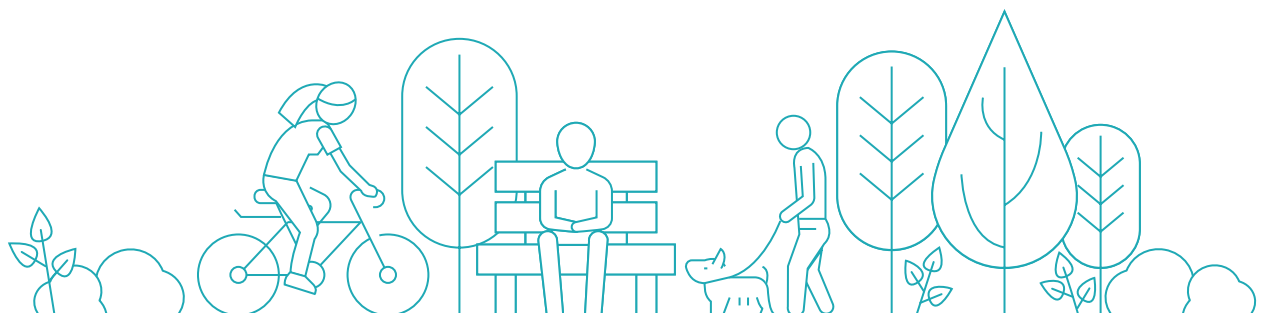
## Vision



The Walking Action Plan vision, strategic priorities and targets have been developed by considering the current context of our city, walking trends, community views, and best practice.

The vision provides an aspirational goal of walking in Stonnington in 2030:

- » Stonnington will be a recognised walkable city where pedestrians are at the heart of how the city operates.
- » Our pedestrian environment will be accessible and inclusive to all in the community.
- » Our road crossings, streets and laneways will be safe and welcoming with more pedestrian crossings, priority zones and reduced vehicle speeds that make walking more attractive.
- » Our streets and activity centres will be built around walking with wide high-quality footpaths, an interconnected network and abundant public space for outdoor dining, trading, and socialising.
- » Walking will be the mode of choice for short trips including walking to school, ensuring no one is disadvantaged by not having access to a private vehicle or public transport.
- » Walking routes will be green, shaded and welcoming places for moving, meeting and resting.



The Walking Action Plan introduces four overarching strategic priorities. They reflect that infrastructure improvements can help build an environment where walking is a safe, accessible and convenient choice, supported by initiatives that provide opportunities and motivation for more people to walk more often.

### Strategic priority 1:

Safe, accessible and inclusive streets for people

### Strategic Priority 2:

Efficient, connected and convenient walking networks underpinning the local economy

### Strategic priority 3:

Walking for healthy lifestyles and community connection

### Strategic priority 4:

Interconnected, green and resilient walking environment

### Walking Targets\* By 2030:

- » Increase all trips by walking to 30% up from 26% in 2018 (doubling the trend increase over recent years)
- » Achieve a continued decrease in pedestrian road injuries and fatalities
- » Increase participation in 'Walk to School' month from eight schools in 2019 to sixteen (year on year average)
- » Deliver six school walking route infrastructure improvements under 'Safe Routes to School' program
- » Increase pedestrian and public space at shopping strips and activity centres
- » Reduce walking delays on major walking corridors in activity centres by 10%
- » Annual Community Satisfaction Survey reporting improved community satisfaction of the city's 'footpaths' and 'footpath maintenance and repair standards'
- » Complete mapping and analysis of cool, shaded, climate resilient walking routes across the city.

\*Refer Measuring and Reporting - page #


## About the City of Stonnington



The City of Stonnington is located in Melbourne's inner south-east, and takes in the suburbs of Armadale, Kooyong, Malvern, Malvern East, Prahran, Toorak, and parts of Glen Iris, South Yarra, and Windsor. Stonnington is mostly residential with a well-developed network of neighbourhood activity centres, areas for employment and tourism, plus lifestyle precincts and parks. The city's key walking routes for exercise, enjoyment and transport include the Main Yarra Trail in the north and Gardiners Creek Trail in the east.

### Who we are and how we live

#### Resident population (estimated)



2021 = 123,031  
2036 = 145,000



Residents with a disability = 3,463

Compared to the Greater Melbourne average, we have:

Lower proportion of children aged

under 18




Higher proportion of people aged

60 and above





## How our suburbs compare

 Businesses  
= **18,512**

 Local jobs  
= **70,456**  
of all journeys were made by walking (VISTA)  
**75%**  
of employed residents leave the area for work, most in the CBD



Most people working in Stonnington travel from neighbouring local governments to the south and east.

 **7.3%**  
of people walked to work (ABS Census 2016)  
Since 1996, there's been a **37%**   
increase in the number of people who walk to work.

### Western suburbs



Higher density population



Younger average age



Greater proportion single and two-person households



Higher public transport accessibility



Lower levels of car ownership



Greater uptake of sustainable transport options

### Eastern suburbs



Lower density population



Older average age



Larger dwellings and households



Lower public transport accessibility



Higher levels of car ownership



Less uptake of sustainable transport options



Most residents live within 800m, a 10-minute walk, of an activity centre serving everyday needs, or a train, tram or bus route with a frequency of least 10 minutes during peak periods.

15%  
41%

of households do not own a car

of households own only one car<sup>2</sup>



Walking for transport is well-established in Stonnington and growing.

Of all trips, **26%** are walking and this proportion is growing.

The proportion of people walking for shopping trips is **29%** and for education, **22%**.<sup>3</sup>

## Our current walking environment

Stonnington has a well-developed walking environment largely built before widespread vehicle use, with streets built in a grid pattern suitable for walking. In older streets, changes to accommodate vehicles and parking has sometimes been at the expense of walking and has resulted in narrow footpaths. In newer areas, built for vehicles, there are fewer crossings, larger block sizes and less connectivity, impacting walkability.

### Walking has long been a City of Stonnington priority, demonstrated through investment in the walking environment and the condition of walking infrastructure in major high street retail precincts, for example:

- » Flat, even, and well maintained footpaths and continuous path of travel crossings over side roads.
- » Footpath trading boundary markers have been installed, however space is often still limited.
- » Vehicle speed limits of 40km/h are in place on many of the major retail streets.
- » Wayfinding signage provided in some major retail precincts.
- » Traffic signals including pedestrian crossings are installed at most major intersections and in some mid-block locations, however there are missing or poorly aligned connections.
- » Lighting is provided for safety and to promote the night time economy.

In recent years the City of Stonnington has completed high-quality urban realm improvements to increase pedestrian space in areas of high demand - such as next to Windsor Station in Windsor, and Wattle Street and Kings Walk in Prahran. Shared zones, that prioritise pedestrian movement and safety, exist in Porter Street next to Prahran Station and Greville Street. These projects represent significant investment.

### Away from high use and built up areas, facilities for walking are variable, for example:

- » Footpaths are generally well maintained however they can be narrow for the demand they serve.
- » There are few gaps in the footpath network, however pram crossings are missing in some areas.
- » Some minor streets are narrow and have limited space to provide compliant footpaths.
- » Pedestrian facilities in smaller vehicle reliant activity centres is variable with car parking prioritised.
- » Speed limits in residential areas west of Orrong Road are mostly 40km/h with other areas 50km/h.
- » Traffic speed limits on arterial roads vary, and are as high as 70km/h on roads such as Dandenong Road.
- » Generally, street and public space lighting is at an appropriate level, however there are some areas where low lighting discourages use of the space outside of daylight hours.

<sup>1</sup> The ability to walk to an activity centre serving everyday needs and frequent public transport options provide transport choice, reducing the need to drive or be reliant on a private vehicle.

<sup>2</sup> Both figures have increased in recent years. The number of households with two or more cars has decreased over the same period. This represents a growing shift away from households with multiple cars, and many choosing to live without owning a car, highlighting the importance of supporting walking and other modes of transport.

<sup>3</sup> Measured through the Victorian Integrated Survey of Travel and Activity 2018.

## Who is responsible for walking planning and investment?

The City of Stonnington is responsible for investment in and management of public spaces within the municipality, including street trees, footpaths, park paths and all infrastructure on local streets, including on street parking on all roads (except Clearways on Victorian Government managed roads).

The Victorian Government is responsible for most aspects of planning, building, managing and operating transport in Melbourne, including the public transport network, arterial roads and all traffic signals.

The City of Stonnington works with the Victorian Government for project approvals, to advocate for change and to influence outcomes for the city. Many key walking links in Stonnington are on State-managed roads so changes, such as footpath widening and new crossings, are subject to State approval.



## What the community has told us

To inform development of the Walking Action Plan we asked the community about their current walking habits, satisfaction with the walking environment, barriers to walking and ideas for improvement.

A program of community engagement including an online survey and pin-drop feedback map on Connect Stonnington, and a school-focused survey sent to local Stonnington schools. In addition, the YourGround interactive map (an external collaboration between Monash University's XYX Lab and CrowdSpot) captured women and gender-diverse peoples' perceptions of safety in public space across Victoria.

### Key findings from community engagement respondents



25.3%

always walk for short trips (less than 20-minute)



50%+

usually walk for short trips

### Top reasons people walk



67%

walk for exercise and recreation

37%

walk for local shopping and recreation



### Top reasons people don't walk

69%

Because of the nature of the trip such as a big shopping trip



59% because of bad weather

52%

because of a lack of time



21%

walk to access employment

18%

walk to access public transport





## Respondents indicated the most support for:



### 58%

wider, better quality paths and more space for pedestrians



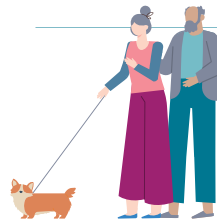
### 66%

of respondents were keen to see more street pop-ups and parklets to create people oriented streets



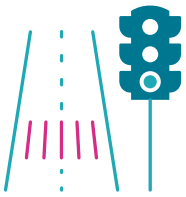
### 44%

addressing missing footpaths and pedestrian crossing connections



### 34%

of respondents supported share path user and dog owner etiquette programs.



### 44%

improving pedestrian priority with infrastructure and more crossing time



### 33%

more separation of pedestrians and cyclists



### 31%

more shade, shelter, public toilets, drink fountains and rest stop seating



### 43%

improving lighting



### 30%

reducing the impact of busy roads, or encroachment of moving vehicles

## Walking hotspots and issues

- » Windsor Siding, Como Park, Gladstone Gardens, Central Park, Malvern Public Gardens, Waverley Oval and Hedgeley Dene Gardens | Issue: poor lighting and sightlines
- » Prahran Square | Issue: anti-social behaviour more activation needed
- » Princes Street, Bangs Street and Bendigo Street | Issue: poor lighting, sightlines and anti-social behaviour
- » Commercial Road and Izett Street entry to Prahran Market | Issue: narrow footpaths, non-level access tram stops, long crossing wait times
- » Chapel Street | Issue: need increased pedestrian priority at traffic signals, wider footpaths to resolve overcrowding, balancing outdoor dining with accessibility
- » Little Chapel Street | Issue: speeding and not yielding to people walking at crossings
- » Alexandra Avenue | Issue: lack of safe accessible crossings to access the Capital City Trail

## Economic importance of walking environment



Walking is important to reducing personal transport costs and to support local economies. Households not reliant on a car for short trips, spend less than \$5,500 or 50 per cent less a year on average on transport, than car-dependant households.

Research demonstrates that pedestrian-friendly communities boost local businesses. This is because people who walk to local shops are more likely to stay longer, visit more often and spend more money (Heart Foundation, Good for Business, 2012; Lee & March 2010). A survey completed for this strategy found that 37 per cent of residents walk daily for local shopping, hospitality and other services, and 85 per cent said they would walk up to 20 minutes for these services.

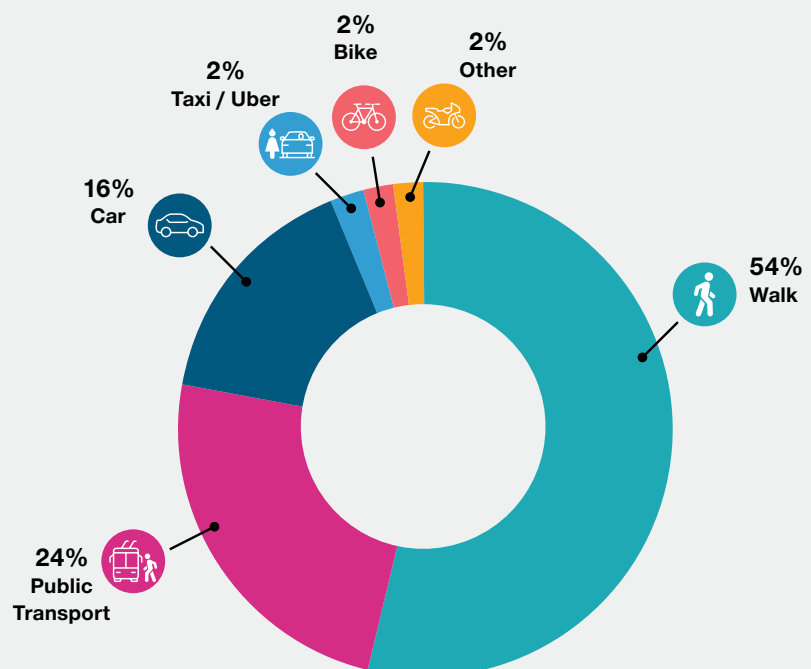
A 2020 report on how visitors access Chapel Street, where they come from, their main reason for visiting and how much they spend found that walking was by far the most important travel mode for visitors, followed by public

transport (see Figure 1). Most visitors were local residents - 45 per cent living in Prahran, South Yarra or Windsor. Most visitors spent less than \$20 per visit but people walking spent the most.

These findings highlight the importance of making walking more comfortable, accessible and convenient to support the local economy, and the need to provide adequate space and priority for walking within activity centres and paths leading to them.

Initiatives to encourage people to spend longer in activity centres once they are there such as wayfinding, seating, shade and public toilets are also vital.

**Figure 1:**  
The different transport modes people use to get to Chapel Street



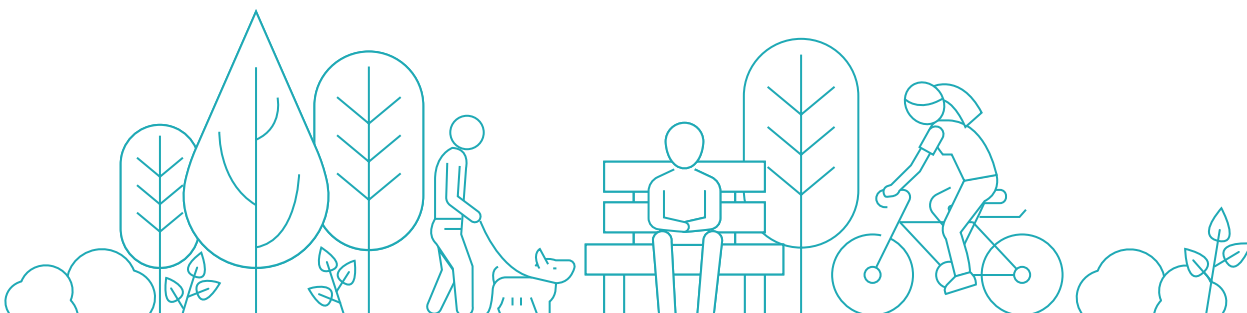
## Efficiency and connectivity of the walking network

An efficient, interconnected walking network provides more walking choices, spreads the pedestrian load, stimulates more walking, reduces walking distances and times, and supports economic activity. An efficient walking network also supports public transport use, with survey respondents for this Strategy indicating they were not willing to walk more than 10 minutes to access public transport.

Crowding is a major issue for the walking network, where large numbers of pedestrians compete for limited footpath space – such as in activity centres, around train stations and at tram stops. Congestion also occurs at signalised intersections due to long wait times or inadequate crossing time. Crowding discourages walking, limits other functions of a footpath such as socialising or window-shopping, and can be an accessibility issue. As the residential and employment population grows these issues will only worsen.

Through our capital works program we can improve and increase walking linkages and work with private developers to build pedestrian connections and spaces to benefit their development and the pedestrian network. To address overcrowding we can work with the Department of Transport to widen footpaths in high use areas, reduce wait times and increase crossing times at signalised pedestrian crossings. Managing or reducing footpath obstacles can also reduce crowding and improve walking efficiency.

Resolving overcrowding and efficiency issues can be of considerable benefit, with land use for walking being far more efficient and taking up much less space than needed for vehicles and parking. Investing in walking infrastructure also provides a higher economic return than other transport projects, with the benefit cost ratio of walking investment being \$13 for every \$1 spent (Victoria Walks 2018).



## Road Safety

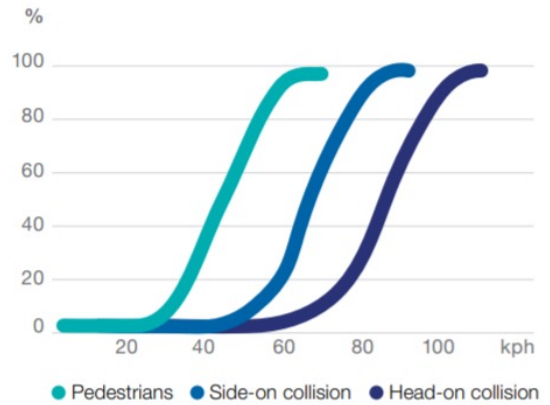
Road trauma is an issue in Stonnington, with 522 pedestrian crashes occurring within the city between 2009 and 2018.

The City of Stonnington Road Safety Strategy 2018-2022 found that between 2009 and 2018 pedestrians accounted for 17 per cent or 107 of all serious injuries, and four deaths. Streets with speed limits over 50km/h are of concern with 67 per cent of all crashes in the past five years on these roads. Adults aged 15 to 24 years, 25 to 39 years, and 75 years and older are over-represented in terms of serious injuries involving pedestrians, compared to their percentage of the population. Pedestrian serious injuries are spread across the municipality, predominantly on major east-west roads, and Chapel Street. Addressing road safety would make walking safer and remove safety as a barrier.

**Figure 1**

### Risk of being killed

The risk of death in a traffic crash, as a function of impact speed for three common crash types – pedestrians, side-impacts at intersections and head-on collisions (Source: SALAR, 1999).



**Figure 15**  
**Pedestrian deaths and serious injuries**

The spatial distribution of 107 (17 per cent) pedestrian serious injuries for the five-year period 2012–2016.

**KEY**

- deaths
- serious injuries

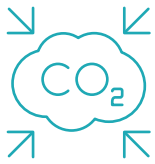


4 In some cases these interventions might mean trade-offs for other transport modes in terms of less road space or minor travel delays. Victoria's Infrastructure Strategy 2021-2051 highlights that a deliberate approach (consulting with local communities) should be used to determine priority transport modes and how road space is optimised.

## Environmental impacts and benefits

Transport fuels represent 21 per cent of the Stonnington community's emissions. The City of Stonnington Climate Emergency Action Plan indicates that shifting away from fossil fuelled cars to walking is the second biggest opportunity to reduce emissions in Stonnington, as walking produces zero greenhouse gas emissions.

A shift to walking and redesigning streets to accommodate this provides the opportunity to rethink how space is used – such as for urban greening and more open space, to improve amenity and comfort, for urban stormwater management and to mitigate the urban heat island effect.



Transport fuels represent  
**21%**  
of the Stonnington  
community's emissions



Climate  
change  
mitigations

## Health and wellbeing

Walking is an effective way to increase incidental daily physical activity with 51.6 per cent of Stonnington residents walking each week for physical activity. This makes walking the most popular physical activity in Stonnington. Surveys completed for this Action Plan indicated 67 per cent of respondents walk for exercise, recreation and enjoyment on a daily basis.

- » 26% less risk to healthy from inactivity by walking 30 minutes a day, five days a week
- » 10% less inactivity by walking more = 6,000 fewer incidents of disease, 2,000 fewer deaths, \$96 million less in healthcare per year
- » Physically active people are up to 30% less likely to become depressed.
- » Walking can improve a person's mental health, boost happiness, self-esteem and reduce stress levels.
- » Walking improves community safety and connection, especially in the senior population where walking opens up opportunities to engage with the local area, environment and others.

## Accessibility and mobility

Accessibility and mobility is a key issue for the walking network in Stonnington. While City of Stonnington facilities are increasingly accessible the walking network can still be a major barrier for those using a mobility aid or pushing a pram. This is a particular issue in narrow streets, if footpaths do not meet the minimum 1.2m width required under legislation, or in laneways that do not have a footpath at all. Similarly, missing pram ramps and footpaths can make some areas inaccessible.

Resolving mobility issues is important to meet legislative requirements, support inclusion and provide an equitable opportunity for all to walk and participate in public life.

Recent upgrades to the South Yarra Station tram stop with level tram access exemplifies the benefit of accessibility upgrades, with wider footpaths, improved urban design and a dedicated waiting area for passengers.

A VicHealth study on how to frame values-based messaging around walking found that people who use wheelchairs and motorised mobility devices generally understand their ways of moving around to be covered by the terms 'walking' which is the approach used in this strategy. Adding 'and using a wheelchair' or using less common terms like 'pedestrian' is not considered necessary in all instances and can make the message seem less relevant or too technical for some audiences.



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<sup>5</sup> Mobility is a right under the Australian Human Rights Convention, Charter of Human Rights and Responsibilities Act 2006, and the United Nations Convention on the Rights of Persons with Disabilities. The Disability Discrimination Act 1992 states it is against the law for a public space to be inaccessible to people with disability, which includes footpaths.

## Impacts of COVID-19

In 2020 and 2021, the COVID-19 global pandemic changed most aspects of life and will continue to shape how we live into the future. More people have worked from home than ever before, accessing local services by walking and exercising in their local neighbourhood and open spaces.

### Surveys of resident habits during COVID-19 restrictions revealed



Nearly

**50%**

made more short trips on foot.

increased sense of community, reduced vehicle and noise pollution, and better walking amenity.



**74.4%**

were walking more for recreation

**69.5%**

walked more often to local shops or hospitality outlets



Victoria's Infrastructure Strategy 2021-2051 indicates COVID-19 may lead to a small, permanent shift to working from home, from public transport use to private vehicles, and a lower tolerance for crowding on public transport. The strategy also notes investment in walking infrastructure is a cost-effective way to offset some of these impacts and to provide access to open space, activity centres and transport.

These trends highlight the importance of street and footpath design to help keep essential workers and goods moving,

provide safe access to essential businesses, and space for physical distancing while exercising.

The COVID-19 pandemic has brought about an increase in temporary footpath extensions and kerbside parklets - using parking spaces for outdoor dining. Continuing to use parklets, and effectively managing outdoor dining and footpath obstructions, can create more people-oriented streets and encourage walking.



## Personal Safety

Personal security and safety, perceived and real, is a key issue and determinant of walking levels.

Surveys completed for this Strategy found 43 per cent of respondents wanted more or better designed lighting in public spaces (particularly in open spaces, and streets around Chapel Street) and, if lighting was improved, 44 per cent said they would walk much more often. One in five respondents indicated a need to address anti-social behaviour to encourage people to walk more.

Of Stonnington residents:



**95.8%**

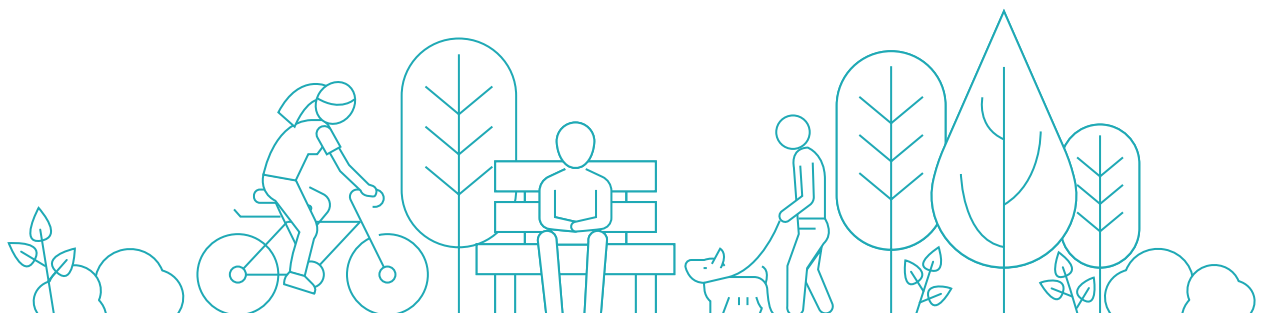
residents feel safe walking alone during the day  
(similar to the Victoria average)

**70.2%**

residents feel safe walking alone at night (significantly  
higher than the Victorian average of 55.1%)

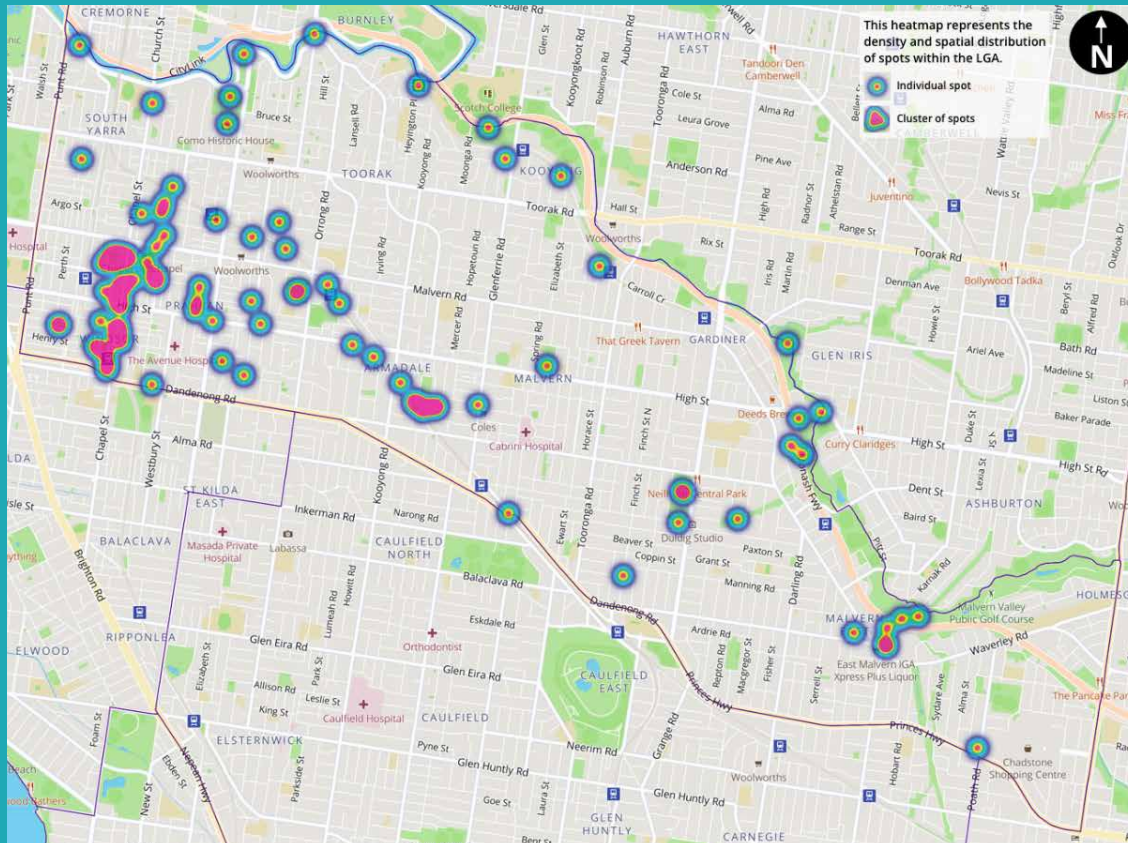
**56%**

of females feel safe walking at night





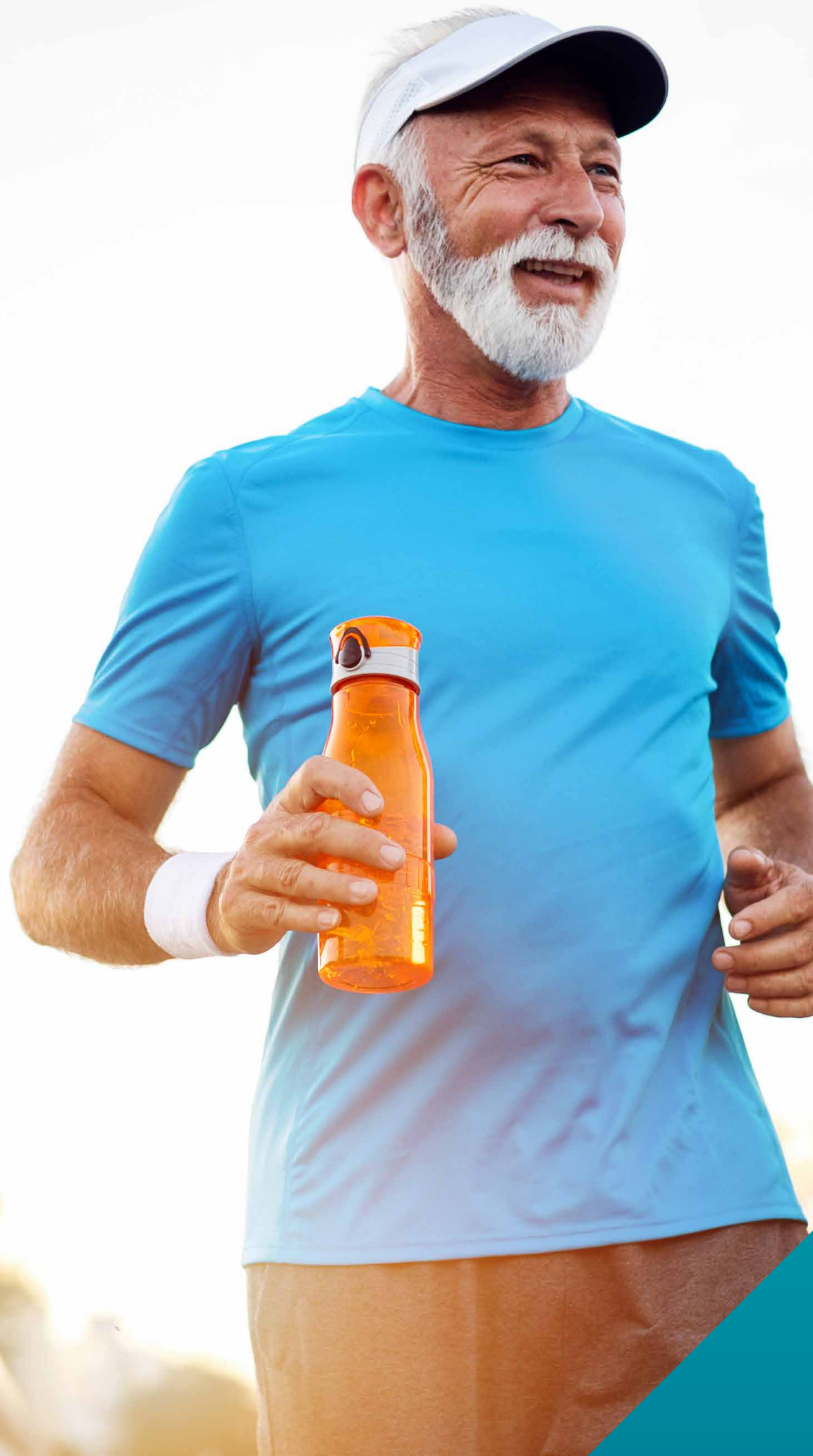
The YourGround mapping project explored feelings of safety in public space with a focus on women and gender diverse people and highlighted a number of hotspots across the municipality:



- » 45% of respondents identified a public location that felt unsafe due to poor lighting
- » 40% of respondents stated the behaviour of others made them feel uncomfortable in some locations
- » 1 in 3 respondents reported poor sightlines made them feel unsafe (highlighting urban design and maintenance issues).

The impact of feeling unsafe means that:

- » 1 in 4 respondents only visit certain locations with other people
- » 14% will no longer visit certain locations





# Strategic priorities

## Strategic priorities

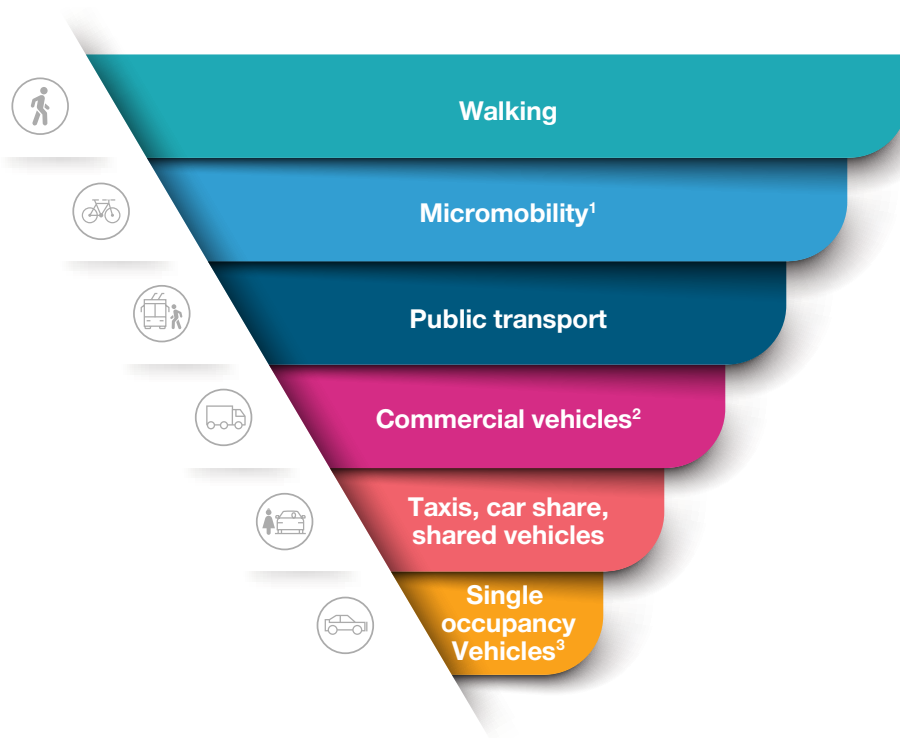
The aim of the Walking Action Plan is to create a walking network to benefit all, including the young, the elderly, parents with young children, and people with disability.

The strategy relies on incremental change, the idea that many small changes bring about big changes with the aim to increase walking across the whole municipality. The strategy supports more people making more short everyday trips by walking, replacing car travel where possible. This aligns with Stonnington's Transport Hierarchy as outlined below which highlights the importance of prioritising the most sustainable and space-efficient forms of transport.

The strategy focuses on behavioural change, which examines the factors that influence current travel patterns,

and aims to remove barriers. Community engagement informing this strategy provided information on current barriers, required infrastructure changes and priority locations. When encouraging walking for transport the aim is to create an environment where walking is the safest and most convenient option.

Infrastructure improvements will be focused on the Stonnington Walking Network (outlined on Page 26-27) following the design principles below, with supporting actions and initiatives delivered to increase motivation and address barriers for certain user groups.



<sup>1</sup> Includes bikes, scooters, skateboards, both private and shared and those that are electric powered.

<sup>2</sup> Those serving local businesses and institutions.

<sup>3</sup> Electric-powered single occupancy vehicles to be prioritized over non-electric.

These design principles take a holistic approach to designing environments that support walking drawing on best practice.\*

### Walking infrastructure that ensures the basic needs of safety:

- » Convenient and comfortable for pedestrians, including appropriate signal timing and crossing design
- » Urban speeds limits appropriate for the context and aligned with Safe Systems Principles
- » Good visibility and well-lit with pedestrian-scaled lighting.

### Prioritising accessibility for all and building streets focused on people not vehicles:

- » Pedestrians given priority on streets, followed by cycling and public transport, the movement of goods, and finally cars. Final priority may differ on certain roads but the starting point must consider pedestrians.
- » Footpaths and crossovers suitable for all abilities, free of obstructions, demand, and adhering to:
  - » Disability Discrimination Act 1992
  - » Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling and
  - » AS1428.1 Design for access and mobility – General requirements for access – New building work

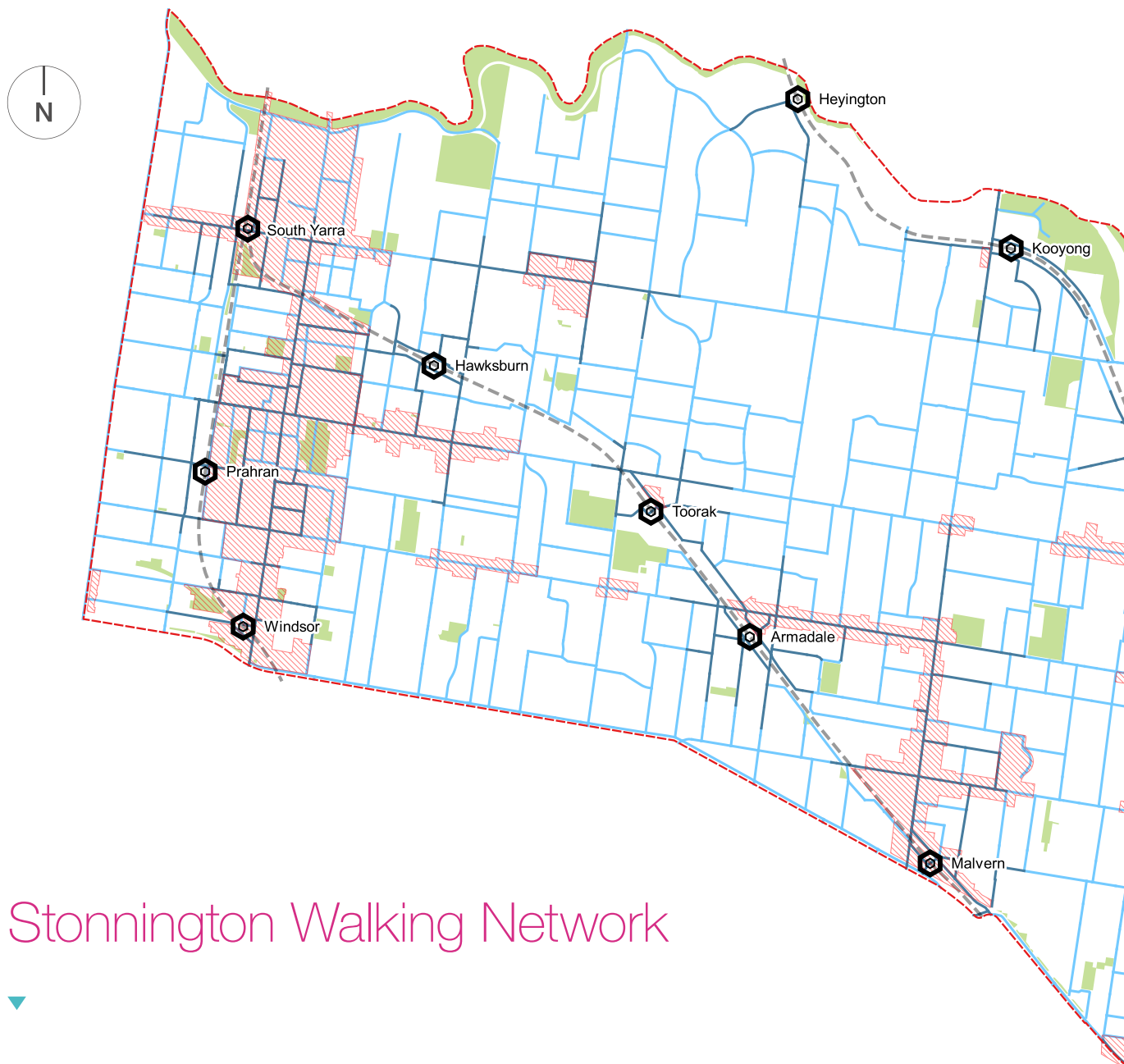
### Connected and permeable walking networks:

- » Direct and continuous walking routes between key local places.
- » Easy to navigate through wayfinding and intuitive design.

### Encourages physical activity, social interaction, and a healthy lifestyle:

- » Streets are inviting and open places for resting, sitting, playing, and waiting.
- » Local facilities, public transport, and open space are within an 800m walking distance of homes and work, reducing the need to drive.
- » Trees and plants along streets and paths, to provide shade, comfort and interest when walking

\*(Australian Urban Design Protocol, NACTO Global Street Design Guide, and Gehl Architects)



## Stonnington Walking Network

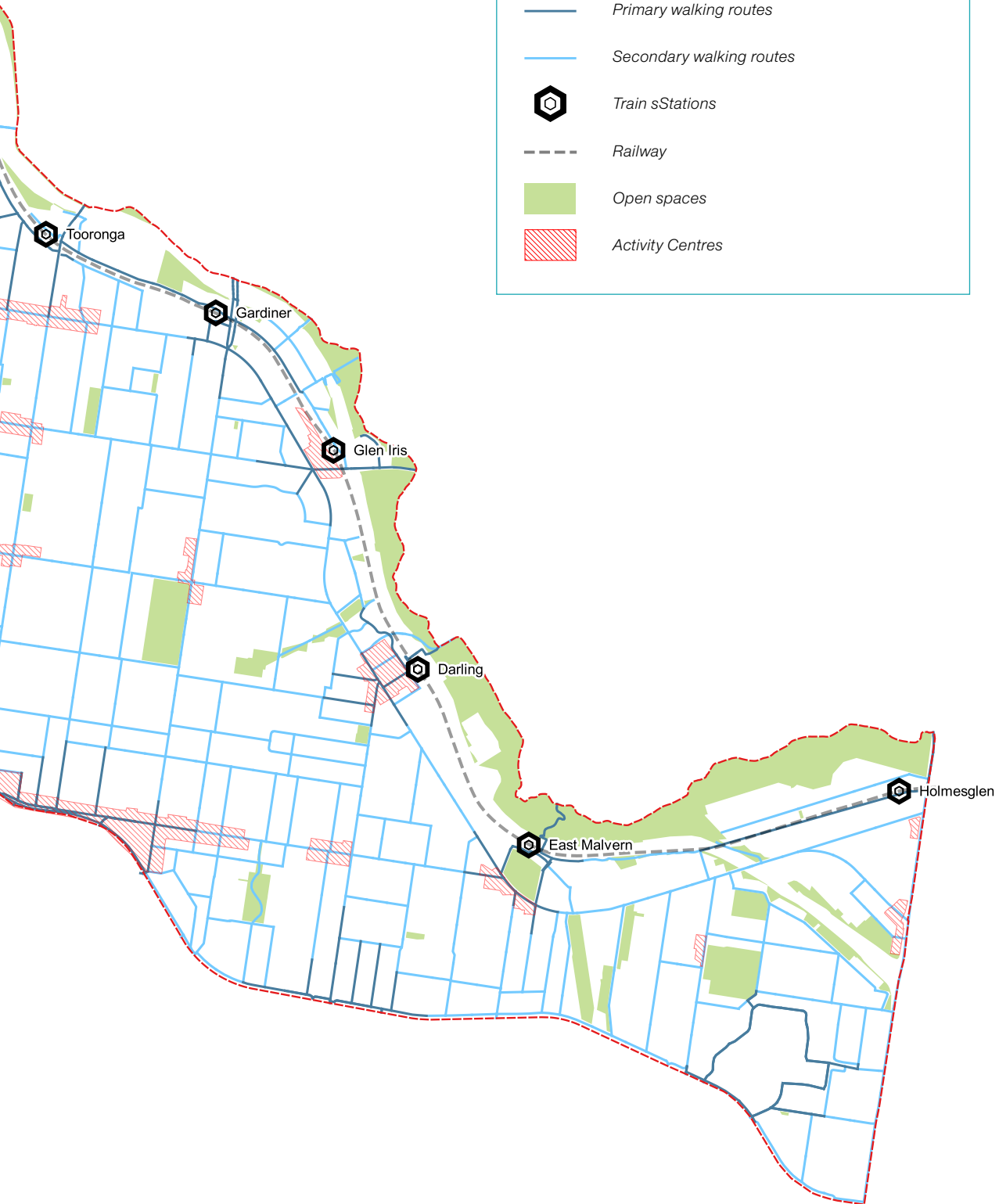


This walking network has been prepared as a 'Principal Pedestrian Network' aligning with the principles of 'Movement and Place' (a Victorian Government framework), identifying primary and secondary routes with high current or projected demand.

This network will be used as a guide to prioritise and implement improvements and investment to support and promote walking. Changes to walking routes adjacent to State Government managed roads are subject to relevant approvals with consideration to other transport modes.

**LEGEND: Stonnington Walking Network**

-  Stonnington boundary
-  Primary walking routes
-  Secondary walking routes
-  Train sStations
-  Railway
-  Open spaces
-  Activity Centres



## Strategic priority 1:

Safe, accessible and inclusive streets for people

A safe, accessible and inclusive walking environment is important to encourage more people to walk more often. This strategic priority is closely aligned to the City of Stonnington's Road Safety Strategy 2018-22 which contains more detail on road safety and walking, and related actions.

### Build streets for people with priority for pedestrians and safer traffic speeds

Streets with lower speed limits are safer and, being quieter and easier to cross, more attractive to walking. Vehicle speed is a key factor in the likelihood of death or serious injury in collisions with pedestrians. A crash at the default speed of 50km/h in local streets leads to a much higher chance of death than speed limits of 40km/h and 30km/h. Lower speeds give all road users more time to identify and react to hazards with minimal impact on travel times. Speed limit reductions require Department of Transport approval, community support and appropriate road design - such as speed cushions, road narrowing and roundabouts.

Speed limits vary across Stonnington. On residential streets in the area bordered by Punt Road, Toorak Road, Williams Road and Dandenong Road, 40km/h speed limits are in place – and planning is underway to extend such limits to Orrong Road. The city will continue to work with the Department of Transport to introduce a 40km/h limit to all local streets in the municipality. The city is also planning trials of 30km/h speed limits in high pedestrian use and residential areas where actual traffic speeds are already close to this level, however existing speed zoning guidelines make this difficult.

Road design and traffic management that prioritises pedestrians, such as raised crossings, improve safety by

making people more visible to drivers and slowing traffic. Pedestrian priority shared zones take this concept further with a 10km/h speed limit. More raised crossings and shared zones will be considered for high pedestrian areas such as around Chapel Street, other activity centres and at train stations.

There is also increasing community demand for more pedestrian space and priority in local streets, reflected in the city's strategies and policies. The Future Stonnington Council Plan supports improved pedestrian safety, accessibility and optimising space allocated to walking in priority areas. On local streets, a considerable amount of space and priority is allocated to vehicles compared to people. Providing more space for walking will require change in how streets are viewed, designed and managed.

There are a number of potential approaches on how to achieve this including the 'Healthy Streets' approach, focused on embedding public health in transport, public realm and planning. Low-traffic neighbourhoods are another option to create attractive, safe and healthy places for people where through vehicle access is restricted. The city will assess these approaches and trial them in suitable locations with community support, and if successful expand across the city.

### Low Traffic Neighbourhoods

Low-traffic neighbourhoods are made up of areas where local traffic is allowed but through-traffic is restricted by barriers and planters. Through traffic is directed to main roads. These neighbourhoods deliver genuine benefits to all residents including more space, increased road safety and amenity, less air pollution, and walking and cycling are more attractive. Low-traffic neighbourhoods are increasingly being installed in London through the Living Streets program but are based on the woonerf model used in the Netherlands since the 1970s.



Action: 1.1	Partner with the Victorian Government to apply a maximum speed limit of 40 km/h on local residential streets and trial 30km/h speed limits in high pedestrian use and residential areas.
Action: 1.2	Partner with the Victorian Government to lower speed limits on State managed roads.
Action: 1.3	Deliver pedestrian priority traffic management such as raised pedestrian crossings and pedestrian priority shared zones, with a focus on the Stonnington Walking Network.
Action: 1.4	Assess and trial the 'Healthy Streets' and 'Living Streets' approaches that prioritise walking safety, accessibility and space on local streets.

## Accessible streets for all

Accessibility is important for safety and so everyone in the community can access walking - including people with a mobility aid, such as a wheelchair. When building new infrastructure, including footpaths, the city must adhere to relevant accessibility standards which generally indicate a desired footpath width of 1.2m. Busier footpaths must be wider and unobstructed. Where existing footpaths do not meet these standards the city will generally address issues as they arise. Other than footpath widening, accessibility infrastructure includes surface treatments to improve grip and indicate a safe path of travel, tactiles at major road crossings for people with low vision, and addressing missing pram crossings and footpaths.

To provide accessible streets for everyone, the city will develop and implement a prioritised list of upgrades and initiatives to address footpath accessibility including on narrow streets, and investigate shared zones in laneways.

The city's approach to road and asset management will also be reviewed to ensure inspections and path and vegetation maintenance are undertaken to the required standard and assets rebuilt to improved standards. The city will also introduce a network of sensors to measure the number of people using mobility aids to help prioritise investment and evaluate initiatives.

Accessibility in the public transport network is another major barrier, recognising the importance of mixed mode journeys in Stonnington and that a lack of accessibility can force people to drive or not travel at all. Council will advocate to the Victoria Government to make all public transport stops fully compliant as per its commitment to the Disability Standards for Accessible Public Transport 2002.

Action: 1.5	Review, update and implement Council's Asset Management Plans and Road Management Plan to ensure footpaths and shared paths are inspected regularly, maintenance and vegetation issues are responded to promptly, and assets are rebuilt to improved service levels.
Action: 1.6	Develop a council approach to narrow streets to address accessibility issues, vehicles parking on footpaths, and provide compliant footpaths.
Action: 1.7	Investigate solutions to minimise the impact on footpaths of rubbish bins on collection days and hard waste collection.
Action: 1.8	Develop a prioritised list of accessibility upgrades and initiatives consistent with the <i>Disability Discrimination Act 1992</i> focused on narrow streets and the Stonnington Walking Network, to bring forward for construction.
Action: 1.9	Advocate for pedestrian accessibility upgrades at all train station and bus stops, and a rapid rollout of level access tram stops across the network, ensuring legacy outcomes such as wider footpaths and improved crossings.
Action: 1.10	Expand and strengthen Council's network of sensors and analysis capabilities to measure diversity in walking participation to quantify need and prioritise investment

## A more inclusive walking network

Inclusivity recognises that addressing personal safety issues, such as a lack of lighting, can allow more people to walk by resolving real or perceived safety concerns. The city's Public Health and Wellbeing Plan 2021-2025 recognises that while most Stonnington residents feel safe at night, perception of safety among females is lower. This is reinforced by community engagement completed for this Strategy where lighting issues were raised as a barrier to females walking as much as they would like. Therefore addressing these issues is also a matter gender equality.

The City of Stonnington adheres to Australian Standards for public lighting, however there are some areas where the community has told us lighting could be improved. Designing public spaces with better sightlines, encouraging activation of quiet spaces, and ensuring high levels of maintenance and street cleaning can also make public spaces feel safer and more welcoming. To address perceived safety issues the city will develop lighting standards and update the Urban Lighting Guidelines to ensure a pedestrian focus that supports walking in activity

centres and open spaces. We will also undertake improvements guided by the specific areas and concerns raised during community engagement - some of which are already included in upcoming projects. Over the medium term an ongoing audit program will help prioritise lighting upgrades, anti-social behaviour mitigation, urban design improvements and where to focus public space activation efforts.

Another aspect of inclusivity is going beyond the minimum standards of accessibility - to design and build places usable by all people, to the greatest extent possible, without the need for adaptation or specialised design - known as Universal Design. The city will integrate Universal Design principles in walking infrastructure through a statement outlining the approach and feasible design standards.

The city will also deliver infrastructure to support walking - such as shade, seating, public toilets, rubbish and pet waste bins, drinking fountains and wayfinding directional signage focused on the Stonnington Walking Network.

Action: 1.11	Develop a Universal Design Statement covering walking infrastructure and update engineering design standards where possible.
Action: 1.12	Develop and implement a program to install supporting infrastructure such as shade, seating, public toilets, rubbish and pet waste bins, drinking fountains and wayfinding directional signage, focused on the Stonnington Walking Network.
Action: 1.13	Develop lighting standards and update the city's Urban Lighting Guidelines to ensure they are pedestrian focused and support walking in activity centres and the open space network.
Action: 1.14	Undertake improvements to lighting, urban design, street cleaning, maintenance and activation focused on hotspot areas to address personal safety concerns and undertake rolling audits to identify further priority locations.
Action: 1.15	Introduce 'Street Lighting' webpage on Council's website to allow residents to report lighting issues to the responsible electricity distributor.

## Address shared path safety issues

Stonnington's shared path network includes the Scotchmans Creek Trail, Gardiners Creek Trail and Main Yarra/Capital City Trail - popular walking routes separated from vehicle traffic. These paths provide for people walking, riding or commuting by bike, using a scooter, running, or walking their dog. The popularity of the shared path

network combined with the varied user speeds and behaviours can create conflict. Upgrades to increase width, resolve pinch points, ensuring a high level of maintenance and improved separation of users will deliver safer shared paths for all.

Action: 1.16	Implement shared path upgrades to increase space and separation of pedestrians and cyclists and improve safety and amenity.
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## Strategic Priority 2:

Efficient, connected and convenient walking networks underpinning the local economy

An efficient and connected walking network is also an attractive and convenient transport option and can make walking the mode of choice for many trips. Vibrant high streets and shopping destinations encourage people to visit and stay to shop, socialise and connect with public transport. In terms of space, walking is the most efficient way to access activity centres with footpaths needing less space than roads and people walking not needing to park a car. The city's Economic Development Strategy 2017-21 aims to encourage residents, visitors and workers to use active transport modes by promoting health and other benefits of sustainable transport.

### Put walking at the centre of the local economy and planning for the future

There is growing recognition that people who walk to local activity centres are some of the most valuable for local businesses. There is already a need for additional pedestrian space and this will only increase with population and employment growth, and the recognition of the importance and contribution of people walking to the local economy.

Research indicates that many traders and business owners underestimate the importance of people walking to their shops, and therefore the need for walking upgrades and more space. These perceptions are slowly changing and COVID-19 has highlighted the need for more pedestrian and outdoor dining space. Of those residents surveyed for this Strategy, 66 per cent said maintaining and promoting street pop-ups and parklets would encourage them to walk more.

The city will deliver upgrades to the Stonnington Walking Network focused in local activity centres and routes linking to them - to expand pedestrian space to reduce overcrowding, support the local economy and make walking the mode of choice. Initiatives to encourage people to spend longer in activity centres such as seating, shade and public toilets will also be developed and implemented. Stonnington will also work to improve recognition and prioritising of walking, its contribution to the local economy and support continued investment in infrastructure through its new place making and economic development approach. Work to develop an approach to managing and supporting ongoing use of outdoor dining and parklets, while ensuring adequate space for walking and balancing other community demands, will also continue.

Action: 2.1	Recognise and prioritise walking, its contribution to placemaking and economic development, and support for continued investment in Council's economic development approach.
Action: 2.2	Expand pedestrian space to reduce overcrowding and improve access to amenities such as public toilets and seating, focused on the Stonnington Walking Network, to support the local economy.
Action: 2.3	Maintain and expand the outdoor dining parklet program recognising its role in building more people-focused streets that encourage walking.
Action: 2.4	Deliver upgrades to the Stonnington Walking Network focused on primary routes linking to local workplaces, schools, shops, public transport, and leisure facilities aligned with the 20-minute city model to make walking the mode of choice.

## Create a more interconnected and efficient walking network

An interconnected and efficient walking network provides many walking connections and route choices, plus lots of formal and informal road crossings. The city will maximise provision for walking guided by the Stonnington Walking Network in structure plans and new Council developments, streetscape and open space upgrades. Council will also maximise walking in private developments through updating and requiring minimum design standards - recommending new pedestrian connections and spaces, increased weather protection, and requiring other initiatives that support active travel.

Walking is less attractive when journeys are delayed due to long waits at signalised intersections which act as a bottleneck, or where crossings are missing or poorly located. The need to improve signalised intersections for improved efficiency, safety and increased pedestrian

priority was also a key theme of community engagement. The City of Stonnington will work with the Department of Transport to investigate introducing dynamic pedestrian priority crossings across the municipality with an initial focus on high pedestrian areas and those with safety issues. Stonnington will also investigate other techniques to reduce pedestrian delays including auto-on pedestrian signals and countdown timers. Diagonal or scramble crossings which allow all pedestrian movements in one phase will also be investigated however these are not always suitable for intersections with busy tram routes.

We will also work to the Department of Transport to implement new pedestrian crossings and increase crossing opportunities on quieter streets, such as traffic speed reductions, kerb extensions, lane narrowing and traffic islands.

### Dynamic pedestrian crossings:

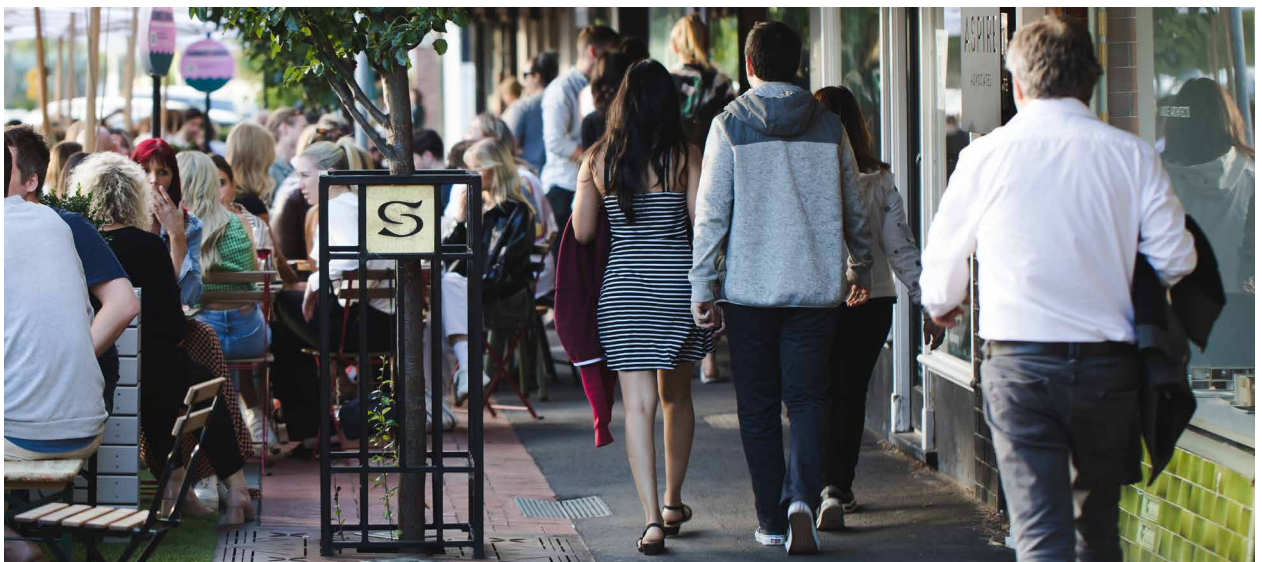
- » Detect the number of people waiting to cross and adjusts the wait time and crossing time accordingly. This can reduce wait times, especially for larger groups, reduce the risk of pedestrians spilling out on to the roadway at busy crossings, and eliminate the need to press the button.
- » Safer vehicle right turn signals, with the red light held for vehicles when pedestrians are crossing on the green man, providing increased crossing time for those who need it and reducing the chance of accidents.
- » Reduce the need for expensive redesign of signalised intersections, currently a major barrier.

Action: 2.5	Maximise provision for walking in structure plans and future Council developments and projects including through masterplan development, and streetscape and open space upgrades.
Action: 2.6	Maximise provisions for walking in private development through updating and requiring minimum design standards, Green Travel Plan requirements and ensuring pedestrian priority and permeability.
Action: 2.7	Investigate and identify projects that support active travel that may form part of a future review and update to a Development Contributions Plan.
Action: 2.8	Partner with the Department of Transport to improve signalised pedestrian crossings across the municipality to reduce pedestrian delay and improve safety
Action: 2.9	Partner with the Department of Transport and neighbouring local governments to install more and better-located signalised crossings on the arterial road network.
Action: 2.10	Improve informal crossing opportunities where appropriate.

## Measure, monitor, evaluate and plan through improved data collection and analysis

Council has embarked on a smart city journey through installing a network of sensors that measure pedestrian, cyclist and vehicle volumes in real time. This initiative will increase the data available and allow for more evidence-based decision-making for example reallocating street space according to demand or allowing evaluation of projects and initiatives. streets, such as traffic speed reductions, kerb extensions, lane narrowing and traffic islands.

Action: 2.11	Expand and strengthen the city's network of sensors and analysis capabilities to quantify and monitor the contribution of walking and guide continued investment.
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## Strategic priority 3:

Walking for healthy lifestyles and community connection

Walking is key to social equity, as part of a healthy lifestyle, and in supporting community connection. The City of Stonnington's Health and Wellbeing Plan 2021-2025 is a key strategy underwriting the Walking Action Plan and includes three closely related priority areas:

- » Healthy and well to encouraging people to move more and 20-minute neighbourhoods;
- » Respectful and safe includes the elements of community safety and gender; and
- » Connected and supportive includes mental health, social connection and equity.

### Support walking events and programs

The Stonnington community is passionate about walking and having a choice when it comes to transport. Community engagement identified support for events to encourage walking, such as walks with pets and dogs in shops program, and initiatives such as opening local streets and those around schools to walking and bike riding while limiting through traffic (see Open Streets below). The city is keen to support the community to plan and develop such walking events and initiatives, and to partner with external

organisations such as Victoria Walks, Walk21 and VicHealth. The City of Stonnington already runs a successful program, 'Walk and Talk Buddies', to encourage group walking for its physical and mental health, social and community benefits. The free program is for people aged 55+, people with a disability, carers and those who face barriers to walking from lack of motivation or social connection. The city is committed to maintaining and expanding the program to encourage even more people to partake in walking based activities.

Action: 3.1

Support walking and promote local events and programs focused or related to walking, including the community in planning and promotion.

Action: 3.2

Support and expand the 'Walk and Talk Buddies' program organising weekly walks to assist vulnerable members of the community to walk more often.

### Open Streets

Opening streets to people walking and bike riding without car traffic is commonly used to allow the broader community to use a space which is normally reserved for vehicle movement and parking. Since the 1990s Italy has closed streets outside schools during pick-up and drop-off to improve safety and encourage active transport. There are well over 400 of these school zones in the United Kingdom and many more around the world. Since 2000, Bogota (a city of over seven million people) has turned over 120 kilometres of roadway every Sunday to people walking and riding. These initiatives have changed public perceptions of who streets are for, improved safety, and increased levels of walking and bike riding without the negative impact of car traffic.

## Promotion of walking and improving access to information

The City of Stonnington proactively promotes walking, not just for economic, health and social benefits but as a way to explore the areas parks, trails and heritage. Through Active Stonnington and our 'What's On Stonnington' webpages, social media and eNewsletter, local walking trails are promoted - including neighbourhood walks featuring maps, points of interest and difficulty rating, Public Art Walks, Walk the Yarra, Indigenous Discovery Walk and Heritage Trails. Normalising walking, sharing information and promoting walking in different mediums is one of many tools the city uses to get more people walking more often and this promotion will continue and grow.

### Action: 3.3

Expand and promote Active Stonnington and What's On Stonnington and the provision of walking information on Council's website, in Council facilities and through wayfinding.

## Walking Safety and Etiquette Programs

The city already supports existing road education programs that promote driver safety and also benefit people walking by improving safety. Stonnington is committed to investigating similar programs and promotional campaigns with a walking focus. Programs being investigated include shared path etiquette awareness recognising the need for responsible pet ownership and increased cycling levels and the potential for conflict with people walking, and safe mobility scooter and wheelchair use. Awareness programs will focus on social media communication campaigns along with decals and signage in priority areas.

### Action: 3.4

Develop and implement a suite of community safety and etiquette programs to encourage walking and address barriers, such as shared path conflicts and responsible pet ownership.





## Safe Routes to School Program

A successful Safe Routes to School Program to promote active transport is run by the city with local primary schools. The program surveys students to understand travel behaviours, preferred behaviours and barriers, and informs initiatives to address them. Surveys reveal nearly half of students use active travel to school and 73 per cent would prefer to walk or use a bike, scooter or skateboard rather than being driven. When parents were asked which initiatives would encourage them to allow their child to walk to school the most popular responses were to improve infrastructure, provide walking school buses and undertake road safety education.

A proposed expansion of this program would retain successful aspects such as the safe routes to school maps and supporting events like Walk to School Day, in conjunction with pop-up street closures, wayfinding and targeted infrastructure improvements. New initiatives would focus on addressing other barriers including a check-in systems to notify parents when students reach school, investigating a walking school bus program, expansion of the school crossing supervisor program in partnership with the Victorian Government, and road and footpath safety education and awareness.

### Tag On

Tag On is a check-in system that students can use to notify their parents when they have safely arrived at school by walking, cycling or scooting. Developed locally in Stonnington this system incentivises active travel, addresses parental concerns and has been successfully used at Malvern Valley Primary School for four years. The system also provides data for schools and the city to help evaluate and plan initiatives.

Action: 3.5

Continue and expand the Safe Routes to School Program working with new schools and providing additional support.



## Strategic priority 4:

Interconnected, green and resilient walking environment

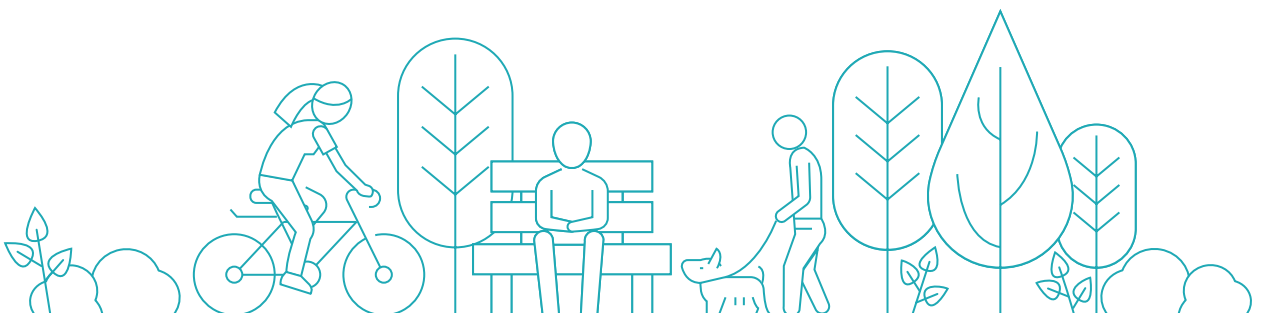
Moving away from fossil-fuelled cars to more sustainable transport modes like walking is one of the most effective way to reduce emissions. Not only is walking zero emissions but prioritising walking on our local streets can provide opportunities for urban greening to improve amenity and comfort and mitigate the negative impacts of vehicle traffic.

### Prioritise walking to reduce transport emissions

Transport fuels account for 21 per cent of the Stonnington community's carbon emissions, making a move away from fossil-fuelled cars to more sustainable transport modes the second biggest opportunity to reduce emissions in Stonnington. The City of Stonnington's Climate Emergency Action Plan highlights this link and how the city will prioritise support for walking, through this Strategy and infrastructure improvements, and advocate to the Victorian Government for more funding, behaviour change and engagement.

Action: 4.1

Support the delivery of the Climate Emergency Action Plan, promoting walking as a key driver of emissions reduction, and quantify the contribution of walking to reduce emissions.



## Green, cool walking network adapted for a changing climate

Trees and green spaces help make more inviting and engaging walking environments and play an important role in our City. Stonnington has an Urban Forest Strategy 2017-2022 which aims to increase vegetation cover, achieve greater resilience to a changing climate, reduce the urban heat island effect, and enhance amenity and liveability. These aims are complementary to the Walking Action Plan with urban greening also able to address localised air and noise pollution from vehicle traffic. As walking is an efficient use of space, there is potential to reduce road space allocated to vehicle movement and parking and use this for urban greening and pedestrian space as walking use grows. The city will carefully plan how best to achieve this in our residential streets, open spaces and in street-based activity centres considering

tree species that are complementary to walking in terms of shade, sunlight and leaf and nut fall.

As our climate changes, and weather becomes more extreme, we will need to adapt. For walking, this increases the importance of trees, other vegetation and water sensitive city design to cool city streets and effectively manage water. Mapping streets and spaces that will provide comfortable walking journeys and rest stops even in hot weather will become increasingly important. This mapping will be based on thermal imagery and canopy cover through a process similar to that undertaken by the City of Melbourne's 'Cool Routes' model. Promoting this to the community through an easily accessible and usable tool will help the community adapt and keep walking.

### Action: 4.2

Deliver walking infrastructure upgrades alongside increased urban greening and tree planting of suitable species in residential streets, open spaces and retail shopping streets.

### Action: 4.3

Develop a mapping tool of streets and spaces which provide comfortable walking journeys and rest stops in hot weather based on thermal mapping, canopy cover and modelling and promote to the community use and to identify missing links and priorities.



## Measuring and reporting



Strategy progress will be measured through a range of indicators linked to the strategic priorities outlined below.

The Strategy and indicators will be reviewed after four years, progress quantified and reported in Council's Annual Report, and updated if necessary.

Strategic priority	Indicator	Strategy commencement	2030	Measures
Safe, accessible and inclusive streets for people	Pedestrian road fatalities	4 (total 2012-2016)	<4	DoT CrashStats - Pedestrian road fatalities over comparable period
	Serious injuries involving pedestrians	107 (total 2012-2016)	<107	DoT CrashStats - Serious injuries over comparable period
	Diversity in walking participation	Not currently measured	Ongoing monitoring	Data from Council's sensor network

Strategic priority	Indicator	Strategy commencement	2030	Measures
Efficient, connected and convenient walking networks	Proportion of all trips by walking	26%	30%	Victorian Integrated Survey of Travel, target is doubling of trend 2016-2018
	Number of pedestrians and pedestrian mode share	Council baseline to be determined	Council target to be determined from baseline	Data from Council's sensor network
	Pedestrian and civic space on shopping strips and in activity centres	Locations to be determined	An increase above 2021 levels	Square meter increase with baseline to be determined in applicable locations.
	Walking delays at intersections and on major walking corridors	Not measured, baseline to be determined.	10% decrease in delays	Visual surveys at intersections and Council's sensor network
	Community perceptions of Council's performance on 'roads and footpaths' or 'footpath maintenance and repairs'.	Not measured	Increase on Strategy commencement. Score to be determined.	Index score from Community Satisfaction Survey with service areas to be assessed and added if possible
Walking for healthy lifestyles and community connection	Primary schools participating in 'Walk to School' month	8 (2019)	16 (on average) of the 23 local primary schools	Number of schools involved with Council support or independent involvement.
	'Safe Routes to School' walking routes infrastructure improvements	New program	6	Completed infrastructure improvements.
Interconnected, green and climate resilient walking environment	Mapping and analysis of cool, shaded, climate resilient walking routes	New program	Mapping completed	Mapping and modelling of municipality

## Methods



### The following methods will be used to monitor the delivery and impact of the Strategy:

The VISTA database provides detailed information on household travel and covers all trips for all reasons and allows average daily travel behaviour to be understood. The survey takes place every two years and is conducted throughout the year across greater Melbourne and Geelong. Randomly selected households are asked to complete the VISTA travel diary for a single specified day.

Australian Bureau of Statistics Census data only covers travel to work and data from the 2021 Census will be heavily skewed by restrictions related to COVID-19 requiring working from home. As a result this data may not be reflective of longer term transport trends.

### Audits of the walking network

Regular audits of the walking network will continue to be undertaken from Council Officers with responsibility for asset management and capital works to provide regular updates on condition and need for maintenance or replacement.

### Council sensor data collection

Council is expanding a network of sensors to collect information on pedestrian numbers and trends, pedestrians using a visible mobility device, and also information on cyclists and motorists. The sensor network will initially focus on major activity centres before being expanded to most local activity nodes. Data collected on pedestrian volumes over time and use of mobility aids will indicate key routes requiring investment, expansion of pedestrian space, or accessibility upgrades.

### Observational and intercept surveys

For selected locations or issues observational surveys will be undertaken to gather quantitative and qualitative data on an as needed basis. These surveys will quantify the frequency of behaviours and examine the impact or link with the physical environment, for example wait times at intersections. Intercept surveys where users are interviewed will be used to better understand travel behaviours to activity centres providing data for both transport and economic development initiatives.

### Community Satisfaction Surveys

Stonnington's Community Satisfaction Survey does not have any direct measures to monitor satisfaction with provision or management of footpaths or walking infrastructure. Measures such as 'traffic management performance', 'recreational facilities performance' and 'appearance of public areas performance' provide some information. Expanding the survey to collect data on performance related to footpaths and pedestrian infrastructure provision and management will ensure equity and visibility of Council's performance on this measures alongside other aspect of the transport network such as 'sealed local roads' and 'parking facilities'.



## Human Rights Charter

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This document has been reviewed against and complies with section 13 of the Charter of Human Rights and Responsibilities Act 2006, as this document aligns with and provides for the protection of an individual's right not to have their privacy unlawfully or arbitrarily interfered with. It is also in line with section 18, which recognises a person's right to participate in the conduct of public affairs.



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